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FOURTH ANNUAL REPORT

OF THE

BOARD OF RAILROAD COMMISSIONERS.

JANUARY, 1873.

BOSTON:

WRIGHT & POTTER, STATE PRINTERS,
19 PROVINCE STREET.

1873.

385.

M38

1873

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Part I.

COMMISSIONERS' REPORT.

THE HISTORY OF THE

The history of the world is a vast and complex subject, encompassing the lives of countless individuals and the events that have shaped our civilization. From the earliest times, when our ancestors first gathered in small groups, to the present day, when we live in a global society, the human story is one of constant change and growth. This history is not just a record of events, but a reflection of the human condition, of our hopes, fears, and dreams. It is a story that we all share, and one that we must understand if we are to live our lives to the fullest. The history of the world is a tapestry of many threads, each representing a different culture, a different people, and a different way of life. Together, these threads form a rich and vibrant picture of the human experience. It is a story that we must all know, for it is the story of us.

Commonwealth of Massachusetts.

The Railroad Commissioners respectfully submit their Fourth Annual Report.

At the close of the last railroad year, on the 30th of September, 1872, the entire mileage belonging to the railroad corporations reporting to this Board was 2,194.44 miles of main line and branches, with 524.85 miles of sidings and 534.13 miles of double track, equivalent in all to 3,253.417 of single track. Of this amount, 1,657.87 miles of main track and branches were within the limits of the Commonwealth, being an increase of the number reported in the previous year of 52.10 miles, chiefly due to the construction of the Holyoke and the Woods Hole branches, belonging respectively to the New Haven & Northampton, and to the Cape Cod roads, and to the construction of the Hopkinton and of the Nashua, Acton & Boston roads. There is in Massachusetts, therefore, at this time, one mile of railroad to each $4\frac{7.04}{1000}$ square miles of territory, and to every 879 inhabitants. This proportion, as regards the area in square miles, indicates a more complete development than is found in any other part of America, and one that is not exceeded by the average of any country in Europe; as regards population, however, while in Europe it rises as high as 7,500 to the mile of constructed road, nowhere in America does it amount to 1,000, and nowhere out of Massachusetts does it rise to 700.

Returns were made by 55 corporations, several of which, however, are mere formal organizations and represent roads leased and operated or owned by other companies. Apparently each company making returns owned upon an average 40 miles of road, the amounts of which varied from 0.66 miles in the case of the Horn Pond Branch to 249 miles in that of the Boston & Albany. In reality, however, the system is divided among some 36 distinct boards of direction, controlling

an average of 61 miles of road each, but varying in amount from the Boston & Albany, which controls 268 miles, to the Providence, Warren & Bristol, which returns 5.79 miles.

The average cost of these roads has been \$51,250.00 per mile, exclusive of their equipment which has amounted to the additional sum per mile of \$6,875.00.

The cost per mile on account of road varies from \$79,679.58 in the case of the Boston & Albany, to \$15,828.94, in that of the Middleborough & Taunton; the cost of equipment varies from \$2,063.60 in the case of the New Bedford & Taunton, to \$18,425.98 in that of the Eastern. As an approximation, it may be estimated that the average cost per mile of an equipped road is \$60,000.

The entire amount directly invested in the railroads reporting to this Board, is in round numbers, \$135,000,000, represented by \$81,000,000 of stock and \$54,000,000 of debt. Of the 55 corporations making returns, thirty paid dividends ranging between 2 and 10 per cent. and averaging on the entire capital of all the roads represented by stock $6\frac{9}{10}$ per cent.*

Nine corporations divided 10 per cent., two divided 9, three divided 8, three divided 7, six divided 6 per cent., seven divided less than 6, and twenty-five made no dividends. The gross income of the roads during the year was $22\frac{8}{10}$ per cent. of their entire cost, but the cost of operation was 72.2 per cent. of their gross earnings, leaving an average net income from the year's doings of $6\frac{3}{10}$ per cent. on the investment. This is believed to be as large a return on cost as is made by the railroad system of any community, and much larger than the average. The capital stock of these corporations appears to be owned by about 29,650 persons, the average amount held by each of whom, is \$2,750; of the whole number of stockholders 74 per cent. are residents of Massachusetts, controlling 69 per cent. of the entire capital stock, or an aggregate of nearly \$57,000,000. The stock of the several companies is held in very different ways, that of the Old Colony, for instance, in average lots of only \$1,645 each, and 88 per cent. of the whole in Massachusetts, while the Boston & Albany, with an equal proportion in Massachusetts, is held in average lots of \$4,000. The majority of the stock of the Boston &

* Average dividend on stock of dividend-paying roads, 8.03 per cent.

Maine, on the other hand, appears to be held out of the Commonwealth and in lots of about \$2,400 each. The Boston & Providence is held in lots of about \$2,600 each, and 79 per cent. of the whole is owned in the State. The Duxbury & Cohasset is held by only four parties, the Holyoke & Westfield by fourteen;—of the leading roads the Hartford & New Haven appears to be in fewest hands, the average amount held by each stockholder being in the neighborhood of \$5,700.

The total earnings returned for the year are \$30,878,542.70, being an increase of \$3,692,567 over the previous year, of which increase \$857,591 was derived from the passenger business, \$2,305,838 from freight, and the remainder from miscellaneous sources. Of the entire gross receipts, about 42 per cent. were derived from the passenger business and 51 per cent. from freight; and during the year the receipts from freights had increased 17 per cent., while those from passengers increased but 7 per cent. Upon 15 roads the receipts from passengers were in excess of those from freights, while the reverse was the case on 16 roads. The average earnings on each mile of road operated was \$12,768.37; the amount varying from \$2,058, on the Duxbury & Cohasset to \$34,500 on the Boston & Albany.

The cost of operation has amounted to \$9,222.31 to each mile of road, but from this result no safe inferences can be drawn. The train mileage tables (Nos. 107–126) afford the only basis of reliable information. The average cost of running a train one mile was returned at \$1.31, varying from 99 cents on the Eastern to \$1.78 on the Boston & Providence.

From an examination of this column (No. 126) in the tabulated returns, some conception can be formed of the extremely different methods employed by the several roads in dividing their expenses between their operating and construction accounts. This subject was referred to at length, in the last report of this Board (pp. 89–92). By certain roads everything is charged to operating expenses, while by others legitimate operating expenses are transferred to construction. The cost of running a train one mile during the past year has not averaged throughout the roads rendering returns probably over \$1.10 per mile, and the variations from this amount afford some indication of the real results of the year as affecting the value

of the property of the various companies. Where this sum has been greatly exceeded, a somewhat similar amount has apparently been added from excess of earnings, to the permanent investment; which has not improbably been decreased where the amount earned falls below this average. Until a more uniform and systematic method of keeping accounts can be introduced, it is impossible to more than approximate the results of the working of the system, and neither the public nor the stockholders can obtain any correct knowledge of the condition of the several corporations.

Of this average stated cost per train mile of \$1.31, maintenance of permanent way, including repairs of road, buildings, bridges, iron, &c., amounted to 35.2 cents; traffic expenses, including fuel, salaries, repairs of rolling stock, oil and waste, &c., to 81.4 cents, and taxes and miscellaneous items amounted to 14.4 cents. The cost of fuel was 17.3 cents per train mile, repairs of locomotives were 9.6 cents, repairs of passenger cars 15 cents, repairs of freight cars 15.6 cents, oil and waste was 1.9 cents. On the other hand the gross earnings on each passenger train were \$1.67 per mile, and upon a freight train \$1.88; while the average gross income on each train was \$1.81 per mile, and the net earnings were 50 cents.

Meanwhile the average number of passengers to each train was 68, and the average number of tons of freight was 67. In order, however, to transport this amount of paying freight, it would seem that the corporations draw, including their locomotives, no less than 1.69 tons of dead weight of rolling stock for each passenger and 3 tons for each ton of freight, so that the average amount received for hauling loaded freight trains, including both dead and paying weights, does not appear to exceed 7 mills per ton per mile.

The total mileage of passenger trains run during the present railroad year exceeded those of the last by 767,919 miles, and the number of passengers carried was 3,242,845 greater; as regards freight, the train mileage increased 1,357,112, and the number of tons carried 2,538,446.

The average fare charged per mile, on all the roads, was 2.426 cents, ranging from $2\frac{4}{10}$ mills per mile for season-ticket passengers for long distances, to 4.7 cents per mile for single-trip passengers, on certain branch roads. Upon through freights

no general average can be named, but these have ranged from 1.54 to 12 cents per mile, while local freights have varied from 2.71 to 10 cents. These charges, however, include the cost of handling in each case; the average charge for hauling each ton of freight one mile has been 2.81 cents. It is satisfactory to know that the increase in freight tonnage has been largely due to the increased volume of western produce seeking shipment to Europe, as is apparent from the tables of tide-water receipts printed in Appendix A of this Report.

As regards equipment, it appears that 335 miles out of 3,253, or a fraction more than ten per cent., have been laid in steel. In this respect the Boston & Albany, the Boston & Maine, the Boston & Providence, and the Eastern are most prominent, while the least improvement among the leading roads has been made on the Fitchburg and the Boston & Lowell. The average cost incurred on account of telegraph has been \$14.29 per mile operated, the gross expense having been only \$34,000; the cost for this item per mile operated varies between \$5.39 on the Nashua & Lowell to \$39.41 on the Old Colony. The number of telegraph stations returned is 322, being on an average scarcely one station to every ten miles of road. The increase of rolling stock during the year has been very decided; that of locomotives being from 693 to 808, or 17 per cent.; that of passenger cars being from 844 to 1,015, or 19 per cent. increase, to 9 per cent. of increase in passengers carried one mile; that of freight cars has been very large, but cannot be correctly estimated, as the reports of the two years have been made on different bases. The process of equipping locomotives and cars with train-brakes has also proceeded with rapidity. Previous to the Revere disaster in August, 1871, the train-brake was in use only on a single road in Massachusetts; at the close of the present year it had been applied to 93 locomotive, and 415 out of 1,015 passenger cars. Ten roads have adopted it upon locomotives, and three additional branch roads upon cars; among these roads, besides the Boston & Providence, which first made use of the improvement, the Eastern has applied it to all passenger cars and to 30 out of 73 engines, and the Fitchburg also has applied it to all passenger cars and 11 out of 38 engines. Certain roads, among which the Connecticut River, the Boston & Maine, and the Boston &

Lowell may be especially noticed, have as yet almost wholly neglected to avail themselves of this invention. The Boston & Maine has, however, it is understood, at last decided to adopt both the Westinghouse brake and the Miller platform, and the two other corporations intend to make use of the vacuum air-brake as an improvement on the Westinghouse.

There are 910 stations on the roads making returns, or, upon an average, a station to every 2.41 miles operated; but, within the limits of Massachusetts, the proportion is somewhat higher, there being a station to each 2.33 miles. As regards the crossing of one railroad by another at grade, a clause was inserted in the general railroad law of 1872 (Acts, chap. 53, § 12) absolutely prohibiting it in the case of roads thereafter to be constructed. In connection with this inhibition it is interesting to know that of 54 crossings of one railroad by another, included in the returns, all but 8 are at grade. There has also during recent years been much discussion on the subject of highway crossings of railroads at grade, but it now appears that out of 2,935 existing crossings, 2,228 are at grade, and of this number 376 only, or but 17 per cent., are protected by gates or flagmen. Of the whole number of overhead bridges, only 105, or less than one-quarter, are 18 feet or more above the track.

STREET RAILWAYS.

Returns were received from 24 street railway corporations for the last year, as compared with 23 for the previous one; the New Bedford & Fairhaven and the Taunton railways being added to the list, and the Marginal Freight dropped from it. The Union Freight Railway, which was chartered to cover the franchise of the Marginal Freight, by the last legislature, has been organized, and has laid down its tracks; it is now in operation, but has made no returns for the railroad year closing September 30th last, at which time it was not completed.

Deducting the returns of the Marginal Freight, which vitiated the tables of 1871-2, it appears that the aggregate capital stock of the street railway corporations was increased during the year \$491,604, amounting on September 30th to \$5,043,534, and that their total indebtedness at the same time was \$1.480,-

253.46, an increase of \$145,847.87 over the previous year; representing altogether an aggregate of \$6,523,787.46 in stock and debt.

Two corporations made dividends of 10 per cent.; one 9 per cent.; one 7.5 per cent.; one 6.8 per cent.; one 6 per cent.; one 5.7 per cent.; one 5 per cent.; one 4 per cent.; and fourteen made no dividends. The average rate of dividend on the whole capital stock of the corporations was 5.93 per cent., while their net earnings represented a return of 6.58 per cent. on their entire stock and indebtedness.

The aggregate length of track returned, inclusive of branches and sidings, was 176.29 miles, or an average of 7.65 miles to each corporation. The average cost per mile was \$19,350 on account of permanent way, and \$14,460 on account of equipment, representing a total cost of \$33,870 per mile of road operated; the amounts returned for cost of road vary from \$6,296.93 on the Taunton to \$93,457.94 on the Williamsburg; while cost of equipment varies from \$1,552.73 on the Waltham & Newton to \$33,826.37 on the South Boston. Some of the amounts thus returned are so extraordinary as to call for investigation, which the Board is now making, but the results of which it is not yet ready to submit.

During the year an aggregate of 1,003,768 round trips were made, amounting to a total mileage of 6,237,426 miles, and 40,274,169 persons were carried, being 4,214,506 more than the number which was carried by the steam roads during the same time, and an increase of 3,498,074 over the number carried during the previous year. The amount received for the carriage of each person was 6.26 cents, and the cost for the carriage of each person was 5.23 cents, leaving an average profit to the company of 1.03 cents on each passenger. The cost of a round trip was \$2.09; the number of passengers to each round trip was 40.12, and the profit upon it was 42 cents. Of the entire cost of repairs 40 per cent. was incurred on account of the wear and tear of road-bed and track, 37 per cent. for depreciation of cars, harnesses, and cost of horseshoeing, &c., and the remaining 23 per cent. was expended in keeping good the stock of horses. The whole number of horses owned by the companies was 3,092, an increase of 491 over the previous year; the whole number of cars was 533, an increase of 70. The

whole number of persons employed on the steam roads during the last year was 17,670, and 1,661 were employed by the street railways, making a total of 19,331 persons in the employ of all the corporations making returns, being an increase of 2,849 over the previous year.

ACCIDENTS.

The usual tabulated statement of accidents during the past year resulting in death or personal injury will be found in Appendix B of this Report. It will be seen that sixteen train accidents have been reported, causing the death of or injury to some 40 persons. As regards passengers, though 29 were more or less injured, none were killed by causes beyond their own control. The total number of persons carried by rail during the year was in excess of 35,000,000; it would, therefore, appear that one passenger was injured out of each 1,230,000 carried. As the average journey of each passenger was 14.7 miles, it follows that the aggregate journey resulting in injury during the past year on the railroads of Massachusetts has been 18,090,000 miles in length. These figures are a singular verification of those arrived at by the Commissioners in their last annual report (p. 114). It was there estimated that during the previous ten years 1,475,795 persons had been carried safely by rail to each one injured under circumstances in no degree attributable to his own carelessness. During the past year the average of casualties has been 16 per cent. greater than this estimate. The aggregate journey resulting in death or injury was also estimated at 19,000,000 miles, or only 4 per cent. above the result arrived at from the returns of the last year. So far, therefore, as that class of casualties to passengers is concerned for which the corporations are solely responsible, the last year was marked by almost the exact average number of the previous ten years. Twenty-four of the cases of injury of this class were due to two accidents, that of March 8th, on the Hartford & New Haven road, at Pecowsic Brook, and that of March 17th, on the Boston & Albany road, at Wilbraham. Special reports on both of these disasters are herewith submitted.

Of the sixteen train accidents resulting in personal injuries to passengers, seven were due to derailment, seven to collision, one to the explosion of a locomotive, and one to the parting of

a train. This was the experience of the railroads of Massachusetts. During a portion of the same period a record of similar accidents occurring throughout the United States was regularly prepared and published by the "Railroad Gazette," and the following *résumé* has been prepared from it.

During the six months from June to November, inclusive, the

Total number of accidents reported has been	.	.	391
" " " persons killed,	"	"	200
" " " " injured,	"	.	535

Of the above accidents 159 were due to collisions, as follows:—

Head collisions,	.	.	56
Rear " "	.	.	78
Grade-crossing collisions,	.		14
Unexplained,	.	.	11

159 = 41 per cent. of total.

There were due to derailment of train from various causes 108 accidents, as follows:—

By cattle on track,	.	.	32
broken rails,	.	.	17
" axles,	.	.	11
" tires,	.	.	4
" wheels,	.	.	4
" connecting rod,	.		1
malicious obstruction,	.	.	7
misplaced switches,	.	.	22
spreading of rails,	.	.	10

108 = 27.5 per cent. of total.

There were also due to the following miscellaneous causes 124 accidents, viz.:—

To breaking of bridges, . . .	12
leaving open drawbridges, . .	1
explosion of boilers, . . .	8
parting of trains, . . .	4
unexplained causes, . . .	99

124 = 31.5 per cent. of total.

The following were the deaths and personal injuries attributable, as nearly as could be ascertained, to accidents of the several classes :—

CAUSES.	Killed.	Injured.
Collisions,	72	197
Derailments,	76	143
Breaking of bridges,	16	19
Broken axles,	6	—
Boiler explosions,	4	—
Malicious obstructions,	5	—
Unclassified,	21	—
Total,	200	359

It will be noticed that 36 per cent. of the killed, and 55 per cent. of the injured arose from cases of collision; and that 38 per cent. of the killed, and 40 per cent. of the injured arose from derailments. Of the whole number of casualties no less than 46.3 per cent. were attributable to collisions.

The number of casualties reported in each of the six months specified was as follows :—

MONTHS.	Accidents.	Killed.	Injured.
June,	44	63	114
July,	31	35	66
August,	53	14	39
September,	70	22	100
October,	90	29	102
November,	103	37	114
Average per month,	65.5	33.3	89.2

In Massachusetts during the past year, exclusive of 29 cases of injuries to passengers from causes beyond their own control, there have been 304 casualties returned to this Board, of which 187 resulted in the loss of life. Of the whole number thus injured, 34 were passengers, making a total of 63 passengers killed or injured, from all causes, during the year. The whole number of employés killed and injured was 134, and of persons not connected with the railroads 136. Of the last, 80 were killed or injured while walking or otherwise unlawfully trespassing on tracks.

Ten persons were returned as injured on the street railways. Four of these were passengers, one of whom was injured in a collision and under circumstances over which he had no control, the other three by getting on or off cars in motion or falling from platform. Both as regards the steam and the street railways, however, the returns are manifestly incomplete and defective. Many more casualties occur to both employés and the public than are returned to this Board, and this is especially the case where no passengers are injured under circumstances rendering the corporations liable in damages. The law regulating this subject is simply mandatory (Acts 1869, ch. 408, § 14), carrying with it no penalty in case of non-compliance. No reliable statistics on the subject of the deaths and personal injuries incident to the operation of our railroad system can be hoped for until after a careful revision of the whole law relating to this subject.

The Pecowsic Brook Accident.

An accident occurred to the night express train upon the Hartford & New Haven Railroad near Pecowsic Brook in the town of Longmeadow, on the 8th day of March, 1872. The train had left Springfield ten minutes previously and was about forty minutes behind its regular time. At the point where the accident occurred the railroad is close upon the easterly bank of Connecticut River, the track curving to the right by a two and a half degree curve (radius of 2,292 feet). The road has double tracks and the accident was occasioned by the breaking of the *inside* rail of the *inside* track.

Where rails are broken upon curves by passing trains it almost invariably happens that the *outer* rail is fractured and a careful

examination of the track was made immediately after the accident to ascertain if possible the cause of the exception in this case.

It was found that the outer rail was elevated *four* inches above the inner one, and the weight of evidence indicated that the train was not running at the time to exceed fifteen miles per hour. For this rate of speed and the above radius of curvature the elevation of the outer rail above the inner one was more than twice as much as the formulas commonly used by engineers indicate as best. This would throw an undue weight upon the inner rail and doubtless had much to do with causing this particular accident.

As the elevation of the exterior rails cannot be fixed for every rate of speed, they are for passenger roads usually elevated to resist the centrifugal force of the trains at about thirty miles per hour, and for that rate of speed with the given curvature the exterior rail should have been elevated about two inches, or one-half what it actually was. The rail which was broken was of medium quality of iron and had been in use for a long time, how long, it was impossible to ascertain. Its weight was about 56 pounds per lineal yard, and was laid at the joints upon cast-iron chairs resting upon sleepers of timber about thirty inches apart, centre to centre, and after the accident, was found to be broken into four pieces. The first fracture was found to be about twenty inches from end of rail and through a point where the lower web had been weakened by a slot cut upon one side for a spike-seat to prevent "creeping," and directly over a cross-tie. The train consisted of engine and tender, one express car, one mail and baggage car, smoking car, two ordinary passenger cars and four sleeping cars, making nine cars in all, and arranged in the order given above. The whole train was equipped with the ordinary "hand brake," and in addition with the "Westinghaus air-brake," and to the action of the latter the preservation of the passengers was generally attributed. The fact was that the accident was so sudden that the air-brake was not applied at all. The engine probably broke the rail, but with the tender and express car passed over it in safety and kept upon the track, without perceptible or unusual jolting, but the mail and baggage car left the track followed by the smoking and the two ordinary cars, and after running upon the cross-ties and frozen ground

about one hundred and fifty feet, came to a point where the embankment was quite narrow, less than three feet wide outside of the rail, and sloping rapidly towards the river, where these four cars were rolled down the embankment a height of from twenty to twenty-five feet. The mail car lodged in the bushes on the edge of the river bank and immediately caught fire from the stove and with its contents, a large and valuable mail, was entirely consumed. The other three cars landed upon the thick ice of the river and escaped with comparatively small injury. The four sleeping cars did not leave the top of the embankment. There is little doubt that if the embankment had been of full width, say four and a half feet outside of the rails, and of full height, even with the breaking of the rail no serious damage would have occurred.

Nominally, the embankments are supposed to be fourteen feet wide on top, for a single track; not unfrequently they are actually less than ten feet wide. In such cases the breaking of a wheel, an axle or rail, almost invariably plunges the train over the side of the embankment. It is but seldom that serious accidents occur by derailment of trains except upon very narrow embankments. It is significant fact that this accident occurred in mild weather the mercury at the time being at about 20° Fahrenheit, although a severe cold term had preceded it only a few days. The accident was fortunately attended with no loss of life, but a dozen persons were more or less seriously bruised.

The Wilbraham Accident.

An accident occurred to the morning train going east* from Springfield upon the Boston & Albany Railroad, on the 16th of last March. The cause of the disaster was a broken iron rail, which had been in use for a long time, and bore upon it marks of having been rolled at Worcester, in 1859. It was twenty-one feet long, of good size and pattern, but of questionable quality of material for rails, and had a longitudinal crack or fracture of about three feet in length, in the vertical web. This kind of fracture is unusual, very few rails failing in that manner. From the appearance of the abraded surfaces of the fracture, it must have existed for some time, although unnoticed by track inspector. The upper portion of the rail, above the fracture, was probably broken by the engine in passing, but the engine,

tender and baggage car passed over it safely, and kept upon the track.

The smoking car and two passenger cars, comprising the balance of the train, left the track on the right-hand side and ran along upon the frozen ground and sleepers, about three hundred feet, when the rear truck of the second passenger car fell into an open culvert, across which the other cars had passed, bringing the two passenger cars, which had become greatly slackened in speed by the action of the brakes and the rough path over which they had passed, to an abrupt stand-still, the smoking car at the same moment breaking loose from its companions and, running part way down the embankment, which there is about ten feet high, turned partly over upon its right side. All of the passengers injured, twelve in number, with one exception, were in this smoking car. The forward end of the first passenger car was considerably shattered and partly "telescoped," while following the smoking car over the frozen ground and sleepers. The second passenger car escaped with little damage.

It is believed by experienced railroad managers, that if the cars of this train, as well as of that upon the Hartford & New Haven Railroad, at Pecowsic, on the 8th of March, had been built and equipped with the "Miller Platform, Coupler and Buffer," the most serious features of both accidents would have been prevented and the trains kept intact. The accident occurred upon a mild day, though the preceding day had been much cooler. No report of this disaster has ever been made to this Board by the railroad company.

The East Foxborough Accident.

As the 2 o'clock Providence express train was approaching the East Foxborough station upon the Boston & Providence road on July 15th, it struck a butcher's wagon on the highway crossing at that point. The train was going at a speed of about twenty-five miles an hour;—it consisted of a locomotive and tender, a baggage and four passenger cars belonging to the Providence express, to which were attached a baggage and two passenger cars belonging to the New Bedford and Taunton Branch train. The locomotive and the five first cars were equipped with the Westinghaus brake and the Miller platform.

The driver was instantly killed by the collision, and, the

wagon being caught and carried forward by the locomotive, the horse was dragged by his harness for some distance at the side of the train. Finally he was caught between it and the platform of the station and dragged under the baggage car in such a way as to throw it off of its rear truck, which was driven back against the forward truck of the succeeding passenger car; the body of the horse and the dislocated truck together forming an apparently insuperable obstacle in the way of the running gear of the remaining cars. The consequent fall of the rear end of the baggage car and of the forward end of the first passenger car broke the hook connecting them, and while the baggage car was dragged off by the engine, which did not leave the track, the momentum of the train drove the bodies of the succeeding cars not only off the track but off the whole of their running gear, causing them to slide over a siding near the station, down an embankment of some three or four feet, through a fence, into the adjoining field, where, without unshackling or separating, the bodies of the four cars, after glancing from the stump of a large oak-tree, finally rested some two hundred feet from the point where they had left the track.

The connection between the New Bedford branch train and the forward cars was broken in some way, and the resistance encountered was sufficient to stop this part of the train without its leaving the track. The entire running gear of the four cars which left the track was destroyed;—out of eight trucks two only could subsequently be repaired, the wheels of the others being broken, the axles bent and the frame of the cars ploughed so deeply into the ground that they had to be dug out before they could be separated. Not only however was there no “telescoping” in this case, but each car finally rested perfectly in its place as regarded all the others;—the passengers walked out of them without difficulty through the doors; not a person in them was injured or even seriously bruised, and the glass in the windows was not broken.

The preservation of a large number of persons from death or serious personal injury was in this case due apparently to the very perfect construction of the rolling-stock. Under all ordinary circumstance, such a disaster could only have resulted in the thorough telescoping of cars;—it certainly would have resulted so in this case, had the heavy Miller

platform cars been at the rear of the New Bedford train instead of before it. The very disastrous accident on the Eastern Railroad at Seabrook, in New Hampshire, on the 22d of October, is an illustration in point. In that case, the old-fashioned cars of light and weak construction had been placed between the locomotive and the heavy cars equipped with the Miller platform. The evidence at the inquest showed conclusively that a collision was rendered inevitable by the misplacement of a switch, and, when this collision took place, the locomotive served as an anvil and the Miller platforms as the hammer, between which the old-fashioned cars were crushed.

The comparison between these two disasters and their results, and the conclusions legitimately to be deduced from them, were made even more distinct by another and subsequent collision which took place under very similar circumstances on the Boston & Providence road on the evening of the 29th of November. In this case, through a mistake of signal lights, a passenger train ran into the rear of a freight train near Boston, wholly destroying the last car, shattering some eight or ten preceding ones and badly damaging the colliding locomotive. The shock was a severe one, but no injury whatever was sustained by the cars of the passenger train, or by any person in them.

From the circumstances of these three accidents most important conclusions can be drawn. All of them were caused by obstacles placed by carelessness or accident in the way of trains in rapid motion. In each case the degree of injury to be sustained depended upon the ability to reduce momentum and to sustain the shock of a sudden stoppage. In one case, that of Seabrook, the Westinghaus train-brake, with which the locomotive and the rear cars of the train were equipped, was rendered useless by the presence of cars unequipped with it in the middle of the train, and these cars being of poor construction were crushed by the shock of collision. In the other two cases the bodies of the cars, in one instance through sheer strength of construction, sustained uninjured the full force of a sudden resistance which swept away their entire running gear, and in the other instance, the application of the train-brake so far reduced the momentum that the collision, though destroying the freight cars, merely caused a shock to the well-built rolling stock of the passenger train.

It has already been stated that 41 per cent. of the train accidents, and 46 per cent. of the casualties, reported as occurring in this country during six months of the present year, were due to collisions. The same conclusions are apparently to be deduced from this general fact, as from the circumstances of the particular accidents above set forth. More than one-half of all the accidents to passengers, arise from the need of stronger cars and better devices for quickly stopping trains.

Disaster can indeed be provided against in two ways : either by preventing its occurrence, or by providing an equipment capable of meeting and resisting it when it becomes inevitable. The occurrence of accidents is unavoidable so long as trains run at great speed and depend for their safety upon human precautions. Extreme care and constant watchfulness will reduce them to a minimum, as any degree of negligence will indefinitely increase them ; nothing, however, can wholly prevent them. The Seabrook disaster, already referred to, affords a curious and timely illustration in point. On no railroad in the United States probably has such vigilance to prevent accidents been exercised during the last year as upon the Eastern Railroad. The best appliances and modes of constructing rolling stock had been adopted without regard to expense ; a most thorough system of electric signals to warn all trains of their proximity to each other had been put in use on the more crowded parts of the line ; nothing which suggested itself to their minds as a precaution against accident had been neglected by the officials. Yet, notwithstanding the most lavish outlay and the most extreme precaution, the unconscious act of an employé, or the malicious act of some trespasser, brought on a disaster of the worst description. Meanwhile the facts of this particular case clearly showed what experience has proved in a great multiplicity of similar cases. It showed that, though the occurrence of accidents cannot be prevented, yet in the vast majority of cases in which they must occur, they are rendered harmless just in proportion as those in charge of a train can reduce its speed, or as the train itself, through its more perfect construction, can resist the pressure of a sudden shock.

The improvement of rolling stock in these respects has been very marked of late years, but, so far as this Board is competent to judge, no appliances now in use secure them at all in

the same degree as the train-brake, as an auxiliary to the hand-brake, and the Miller platform and buffer. This Board has not failed to recommend the adoption of these improvements to the corporations of this State whenever an occasion has offered. As yet they have been brought into far less general use than is desirable. In many cases, it would appear, the corporations prefer to run the risk of accidents rather than to alter their customary modes of construction, or to incur the not excessive cost incidental to the adoption of what they are pleased to term "new fangled contrivances."

THE GENERAL RAILROAD LAW.

Although 57 miles of new railroad have been put in operation during the past railroad year, no portion of this was constructed by any corporation organized under the general railroad law of 1872 (Acts 1872, chap. 53), nor have any articles of association yet been filed under it, nor any certificate of incorporation issued. During the long discussion which preceded the passage of this Act, and which extended through the sessions of two legislatures, it was strongly urged by those opposed to the measure, that its passage would lead to a reckless and unnecessary railroad construction, and especially to conflicts between existing corporations in which the weaker ones would be placed at great disadvantage. The experience of the past year has gone very far to prove the groundlessness of these apprehensions, and has afforded abundant evidence of the benefits which flow from well-considered general laws as substitutes for Acts of special legislation. So far as the means of observation now within reach justify the formation of an opinion, the law of 1872 would seem to have produced results even more beneficial than its friends had dared to anticipate. While it has in no wise acted as a check on railroad construction, it has tended to prevent the formation of corporations existing only on paper, and the pre-occupation, as it were, by first comers of routes supposed to be advantageous. Corporations can not be organized under its provisions until responsible parties are really prepared in good faith to proceed with the construction of railroads, and, by so doing, give the only possible satisfactory evidence that there is any occasion for their corporate existence. Under the system of special legislation experience has shown

that some five charters lapse to one under which any work of construction is ever really executed. Accordingly many charters were obtained after long and angry legislative discussions, involving both railroad and individual interests, and were then held by the corporators to see what use could profitably be made of them. The contest was made to precede any material evidence of either the will or the capacity to act, and Acts of incorporation were secured as a means of warfare, whether offensive or defensive. To such a degree was this the case, that the term "strategic charter" acquired a well understood meaning, and was openly used in debate. The general Act of 1872 has in its working wholly reversed this system. Under its provisions, any twenty-five persons are free to construct a railroad anywhere; provided only they will first give a reasonable money guaranty that they are both able and ready to do what they propose. Consequently, during the past year and since the passage of the Act, many schemes of railroad construction have been originated and freely discussed, and in several cases steps have been taken preliminary to filing articles of association. None of these proposed undertakings have, however, been brought officially to the notice of this Board. In certain cases the serious agitation of the subject, and the consciousness that those having the matter in charge, could, and if necessary would, construct a competing road, have induced existing corporations to make concessions hitherto refused, thus evincing a consciousness on their part of the existence of a new and most beneficial outside pressure. In other cases lines have apparently been contemplated as measures of hostility on the part of one corporation against another. These cases, under the former system, would have been fought out with great bitterness and much expenditure of money in the committee rooms, or in the lobby and in the halls of the legislature; they have now, so far as the members of this Board are advised, been amicably settled outside of the State House, and upon well understood principles of self-interest. The contest is now no longer one for the possession of "strategic charters"; but, if entered into, is a serious matter. Railroads can be constructed under the present law by the friends of one party to a controversy, as well as by those of the other. Brought face to face with this grave fact, the several corporations have evinced a new and most

commendable spirit of compromise and mutual forbearance. In fact, the only case of railroad construction during the last year which might be regarded as an act of hostility to one corporation by another, was undertaken by virtue of a special charter granted in the year 1871.

In yet other instances the construction of projected roads has been actively discussed, routes have been surveyed and estimates made, but either the cost of construction has been found greater than was anticipated or than the projectors were willing to incur, or else the necessary subscriptions of money could not be obtained. Invariably, however, those urging the construction of the proposed roads, when brought face to face with the material preliminaries, have not yet been prepared to organize into corporations. Doubtless, within a reasonable time, many of them will find themselves ready so to do, and, whenever they are, the certificates of association will issue as a matter of course. Until, however, they are prepared to do so, the field is open to all competitors. No member of this Board ever anticipated that any more or any fewer miles of railroad would be constructed in the State after than before the passage of the general law. They were satisfied that the chartering and constructing of railroads were two wholly different things under a system of special Acts; and that, under a well-considered general Act, they might be made the same thing. This has apparently proved to be the case, and the soothing and quieting influence of the law of 1872 would seem to be a matter of general congratulation.

There is meanwhile every reason to believe that the system of general legislation could be most beneficially applied to many other matters affecting the railroad system and the relations of its members to the public and to each other. Some of these, such as the regulation of the rights and duties of connecting roads, now almost wholly provided for, where provided for at all, by a great multiplicity of private Acts or clauses of Acts buried in the accumulated legislation of the last forty years, have long been matters of angry discussion and controversy both within and without the legislature. A general Act defining rights and duties in this case could, without great difficulty, be framed, which would reduce the whole system to a few general principles. The Commissioners are prepared, whenever re-

quested, to submit a draft of such an Act as that suggested to the consideration of the Joint Committee on Railways.

As regards the organization of street-railway corporations, also, it is difficult to see why these could not be advantageously regulated by general Act. In reporting the codification of the general laws relating to these companies, which was passed by the legislature of 1871, the Commissioners used the following language on this subject, which they have since seen no occasion to modify :—“Whatever objections may exist to the incorporation of steam railroads under general laws, they certainly do not extend either practically or in theory to street railways. These last are matters of purely local convenience or necessity. It may safely be left to towns and cities, in their corporate capacity, to decide whether cars shall or shall not be run in their streets. They already decide whether streets shall or shall not exist, and they are surely more competent than any one else to say how they can best be utilized. In this case there need be no delegation of the power of eminent domain, except, as already in regard to public ways, to the municipalities themselves, and existing corporations can protect their interests quite as efficiently before those bodies as before committees of the Legislature.”

In general accordance with this recommendation, the last Legislature directed the Joint Committee on Street Railways to report a bill. At the suggestion of the chairman of the committee the Commissioners took the subject into careful consideration, and submitted to the committee a form of an Act which was subsequently reported to the legislature; and with certain amendments, in the propriety of which the Commissioners fully concurred, was passed by the Senate (Senate Doc. 1872, No. 205). This measure, however, became complicated before the House of Representatives with certain special Acts then pending, upon which it was suspected of having some covert bearing, of which none of the members of this Board were in the slightest degree cognizant, and it was defeated with little discussion, and without regard to its general merits. Meanwhile, during the time which has since intervened, two cases have come to the knowledge of the Board, strongly illustrating the propriety of some such Act. In one case, to which the notice of the Board was officially called by a numerously signed petition, the existence of a special charter in the hands of a corporation

operating a road prevented the extension of street railway facilities to certain sections of one of the cities of the State, standing in great need of them; and, in another case, certain parties were unable to go on with the construction of a street railway, to which no one offered any objections, because they had no authority of their own to do so, and were unwilling to organize under a charter already existing, and covering the precise ground, for fear of incurring some unknown liabilities under it. Instead, therefore, of simply organizing under a general law, the parties in this case must wait until the present charter lapses, and then procure a new one from the legislature, or they must call upon the present Legislature to repeal the existing charter and pass another. In either case unnecessary delays are inevitable, while the statute book is loaded with enactments, and matters affecting solely limited districts in particular townships are submitted for special action to the Legislature of the entire State. As bearing upon this subject, it is interesting to add, that, while 28 street railway corporations in all now make returns to this Board, no less than 70 Acts of incorporation have been passed since 1853, of which a large majority have lapsed, or are kept alive by successive Acts of revival.

Before leaving this subject the Commissioners wish again to call attention to the present condition of the general railroad laws of the Commonwealth. By chapter 71 of the Resolves of 1870, this Board was directed to prepare a codification of the general laws relating to railroads and railroad corporations. In submitting this to the Legislature of 1871, the Commissioners stated that "probably no chapter of the General Statutes has been altered and supplemented within the last ten years at all in the same degree as chapter 63. It contained 138 sections applicable to steam railroad corporations. There have been 43 Acts supplementary thereto since passed, containing in all 116 sections. The total number of sections included in all the general Acts relating to railroads was 254." Since then 24 additional general Acts, containing 94 sections, have been passed, making in all 67 laws, containing 210 sections, which have been enacted in addition to or in alteration of the 138 sections contained in the statute book as it stood after the codification of 1860. The changes affected by these additional laws have also been of a very radical nature, entirely remodelling,

in fact, chapter 63 in its most important parts. Not only has the Board of Railroad Commissioners been created, but the whole method of preparing and rendering railroad returns, and organizing railroad corporations has been changed, while the power of towns to aid in railroad construction, and the law in relation to highway and railroad crossing has been revised and altered, and regulated by general provisions. Under these circumstances, the statute law of the State on this important subject has necessarily fallen into great confusion, and is not easy to ascertain. The whole of certain statutes, and portions of others, have been repealed, and while in its essential features the laws of the State in relation to railroads appear to be in a tolerably satisfactory condition,—fully as much so as those of any other State in the Union,—they have been drawn by different hands, and often with special objects in view, so that they stand greatly in need of a systematic revision. They should be reduced in number, simplified and made consistent. As regards street railways, this work was accomplished without difficulty in 1871. It would, with the material on hand, require no great labor to do the same as regards railroads themselves. A codification Act, which would be of great value to the public, the succeeding Legislatures, and to the railroad corporations themselves, could be prepared and made ready to put on its passage at the close of the session of the present Legislature. The members of this Board would gladly contribute any assistance in their power toward the preparation of such an Act; and they desire again, most urgently, to recommend it to the attention of the Legislature and the Joint Committee on Railways.

PETITIONS AND COMPLAINTS.

The number of petitions and complaints calling for regular hearings presented during the last year has been about the same as during previous years. Several of these resulted from the statutes of 1872, regulating the re-location of stations (chapter 162), and crossings at grade (chapter 262), and call for no special reports. Various others, relating to questions of transportation, have also been presented, but, as a rule, these matters have been adjusted without formal hearings. This is mainly due to the fact that, as the Commissioners become more

accustomed to their duties and a more complete understanding grows up between them, the public and the corporations, very few subjects of complaint present themselves which cannot be disposed of in this way.

Among those forming exceptions to this rule, was a complaint presented early in 1872, by a committee of the Boston Corn Exchange, in relation to alleged shortages in grain on consignments delivered by the Boston & Albany Railroad, in Boston. It was also alleged that cars consigned to dealers at other points, where no elevators existed, were constantly loaded much in excess of the amounts on which freight was paid; thus subjecting Boston produce dealers to a double disadvantage. The abuse and the remedies for it were discussed at length, but without satisfactory result. It was finally suggested that the committee should, at their convenience, submit in writing such practical measures of relief as they judged would be satisfactory. This they failed to do, and the matter was not pressed further. It is, however, one of great consequence to both the corporations and the dealers in produce, and one in relation to which serious complaint has arisen. As bearing upon it the Commissioners herewith submit, in Appendix C, a report recently made by a committee of the Board of Trade of Chicago to the Railroad and Warehouse Commissioners of Illinois. The whole subject is there discussed by a thoroughly informed committee of merchants, from the stand-point of the great central grain mart of the country. Their report covers both the grounds of complaint and the possible remedies therefor, far more thoroughly than would be possible through any investigations of this Board.

LIABILITY OF RAILROAD CORPORATIONS AS WAREHOUSEMEN.

In consequence of the Boston fire and of the heavy losses incurred by warehousemen and consignors, the attention of the Board was called to the unsatisfactory state of the law of the Commonwealth regulating the liability of railroad corporations for the loss of goods after they are unloaded from the cars and before they are delivered to consignees. There is no statute provision bearing upon the point. Under the decisions of the supreme court (*Sessions v. Western R. R. Co.*, 16 Gray, 132; *Rice v. Boston & Worcester R. R. Co.*, 98 Mass.

212), the liability of a railroad corporation as a common carrier ceases when goods have been taken from the car and stored in the freight-house of the company. While the goods are thus stored the liability of the corporation is simply that of a warehouseman and is limited to the exercise of ordinary care. It would consequently appear that, as a warehouseman is under no legal obligation to notify consignees, large quantities of goods must habitually remain uninsured in freight-houses.

The very late day in the preparation of this Report at which the attention of the Board was called to this subject, rendered it impossible properly to examine the law and the various statutes elsewhere in force in relation to it. Without such an examination it is not expedient to make any definite recommendation or to submit any draft of a bill. The attention of the Legislature and of the Committee on Railways is therefore called to the matter as one of importance in regard to which some statute regulation of responsibility seems to be desirable.

THE USE OF THE STEAM-WHISTLE.

Another subject of complaint against an existing practice in the operation of railroads has, during the last year, been repeatedly pressed on the attention of the Board, and led to the addressing a circular in relation to it to the several corporations. A free and indeed unlimited use of the steam-whistle, as a signal, has long been customary on all the railroads of Massachusetts. In the month of January the matter may seem one of little importance, hardly justifying an extended reference, but during the summer months it becomes a serious and increasing element of annoyance to a large portion of the community. To such a degree is this the case, that, within the present year, it has excited no inconsiderable degree of discussion in the press, and a reward of \$10,000 has been offered by responsible parties for the invention of any satisfactory substitute for it. Not only is the locomotive whistle used as a signal of warning at all points of danger, but it is also used to notify stations of the approach of trains and to direct employés. As the towns of the Commonwealth have increased and population has centered almost entirely on the lines of the railroads, the practice has grown into an almost unendurable nuisance. In many cases the railroads now run through what is

practically one continuous town. The number of trains, of stations and of points of danger or of notice have multiplied, until, in populous localities, the noise of the railroad whistle is almost incessant, day and night. As a danger signal it may fairly be questioned whether this does not do in the aggregate more harm than good to the community. Accidents at crossings may be, and unquestionably are prevented by it, but, through the frightening of horses, many have been occasioned. Even were this not the case, experienced physicians have expressed grave doubts whether its injurious effect has not more than counterbalanced its advantages. It is indeed apparent that in those frequent cases of crisis in illness, which occur in every family, where life depends on the continuance of an easily broken sleep, no precaution or medical skill could counterbalance the effect of a single shriek from a passing locomotive. It is within the personal and official knowledge of the Commissioners, that, in many cases of illness or nervous disorders, families have been compelled on this account to abandon their homes, and in certain localities the value of property has been materially depreciated by it. It is not, however, easy to criticise the use made of this signal or to suggest any remedy or substitute for it. Local communities, in spite of the Commissioners and the corporations, will more and more insist on grade crossings, to avoid the necessity of the increased draught on animals incidental to overhead bridges; yet each grade crossing presents a new point of danger, compelling an increased use of the whistle. In other cases, whole classes of passengers have complained of the disuse of the whistle on certain trains, because they depended on it as a notice of the proper time for them to leave their houses. In one instance where, in compliance with the request of this Board, certain blasts of the whistle were discontinued in the very heart of a large city, the proprietors of a hotel asked to have the practice renewed, as it was the agreed signal between the railroad employes and themselves for them to notify their guests that the train was about to start. In cases of accident, also, the corporations are uniformly held to the most rigid responsibility if they have failed to give warning of the approach of trains by all the noise which it is in their power to make. In one case a verdict was made to depend upon the point whether the whistle of a locomotive was pitched at the

shrillest possible point. It was in evidence that it had been heard a distance of four miles. The corporation was nevertheless cast in damages on the ground that the whistle was not sufficiently penetrating. Under these circumstances, by discontinuing the use of this means of signalling, the corporations seem not only to disoblige considerable classes of the community, but to incur risk of pecuniary loss. Their natural remedy is, without regard to the annoyance and suffering incidentally occasioned, for which they incur no direct liability, to make as much noise as seems to them necessary.

The use of the whistle, notwithstanding, is now in a very great degree unnecessary. The law as it stands does not in any case compel it (G. S. 63, § 83; Acts 1862, 81, §1), the ringing of the locomotive bell being sufficient to relieve the corporation from liability for accident. Apart from its use as a warning, when a train is nearing a grade-crossing, the whistle is now chiefly used for three purposes: (1) To warn trespassers or persons illegally walking on the track. (2) To notify gate-keepers, flag-men or depot employés of the approach of a train; and (3) to direct the application of brakes. In almost all of these cases there are improved appliances which should supersede the use of so crude and unreliable a signal. As regards gate-men, flag-men and depot employés, the approach of a train can be much more certainly indicated to them by the use of an automatic electric alarm. This can be made to strike when the locomotive is within any given distance, and the alarm can be continued as long as is deemed necessary. Such an appliance is already in use upon several railroads in the country and upon two at least in Massachusetts. It wholly obviates the necessity of at least three-fourths of the whistle signals now heard in the most populous neighborhoods. Another most familiar use of the whistle is, as a means of directing the application or loosening of brakes. As regards passenger trains, this practice also ought now to be, and certainly soon will be, superseded. It is through no want of exertion on the part of this Board that the train-brake has not long since wholly displaced the old-fashioned hand-brake on the passenger cars of this Commonwealth. They have lost no opportunity to urge its immediate adoption. That it soon will supersede it, upon all passenger rolling stock at least, admits of no doubt, and the improvement, by giving to

each engineer full control over his train, will obviate the necessity of his ever using the whistle as a signal to the brakemen. As regards freight trains, no such reform can be anticipated. The freight rolling-stock of the whole country is becoming more and more a sort of common property of all the railroad corporations, and the absence of all standard of construction renders the application of the train-brake hopeless. The disuse of the whistle, however, in the cases above mentioned, would cause its use to cease to be noticeable. It may safely be said that, where it is not now sounded wantonly by engineers, in defiance of all regulation, as a means of expressing impatience, or, as it were of scolding dilatory employés,—where not used in this wholly unwarranted way, which the corporations are themselves most willing to punish when reported to them, it is used in nine cases out of ten for one or other of the purposes just specified. Of course, so long as locomotives move at speed through crowded neighborhoods, sharp and distinct danger-signals must occasionally be given; it cannot even be hoped that the necessity for these will ever be wholly obviated. Meanwhile the officials of the several roads have evinced a perfectly accommodating spirit in relation to the matter, and have shown no unwillingness to discontinue the practice wherever they safely could, or to avail themselves of any appliances likely to obviate the necessity for it. There does not, therefore, seem to be any occasion for legislative action in the premises. The law is in a satisfactory condition, and if parties suffering from the annoyance would make their complaints directly to this Board, the Commissioners entertain no doubt that they could very speedily secure a satisfactory degree of relief from it.

FREIGHT CAR COMPANIES.

By chapter 65 of the Resolves of 1872, this Board was directed to ascertain and report to the next Legislature, “whether cars owned by any persons or corporations other than railroad corporations, are used in the transportation of merchandise over the railroads in this Commonwealth; and if so, by whom said cars are owned, and upon what terms the same are transported, and whether any unjust or unequal discrimination or advantage is given, either in rates of freight or promptness of carriage, or in any other manner, to the owners of such cars by the railroad

corporations chartered in this Commonwealth; and also, whether the officers of any such railroad corporation derive any pecuniary advantage from the running of such cars over railroads of which they have the management."

Since the adjournment of the last Legislature, the public attention has been more especially called to the subject-matter involved in the investigation thus ordered, in consequence of allegations made through the press in relation to the management of certain railroads operated under the laws of Vermont, but closely connected with corporations of this Commonwealth. The Commissioners have given their best consideration to the subject, and herewith submit the conclusions at which they have arrived.

There are now practically three forms of ownership of the freight rolling stock in use on the railroad system of this country: (1) The ownership by individual railroad corporations; (2) the ownership by those corporations as parties to organizations consisting of several connecting roads; and (3) the ownership by private parties or companies, which derive a profit from the use of their cars by railroad corporations. The first form of ownership is the most common, and does not need to be dwelt upon. The cars in this case are the property of the individual corporations, and are intended for use exclusively on their roads. When, however, they pass for any purpose over connecting roads, their use is paid for at certain understood rates, usually computed at so much per diem. This was the form of ownership which existed almost exclusively in the earlier and simpler days of railroad transportation, and is not liable to any abuse. As the system developed, however, and the lines of connection extended, this form of ownership failed to meet the requirements of the public. The delays, difficulties and inconvenience necessarily incident to it were the source of grave and well-founded complaints. Where goods were to be forwarded great distances, over a number of connecting roads, shippers and consignees found it almost impracticable to do business with many corporations at once, the responsibility of each of which ceased with the limits of its individual line. This fact gave a great impetus to the development of the several express and despatch companies. These undertook to receive goods and forward them to their destinations over many separate and connecting roads, they all the time being responsi-

ble for safety and prompt delivery. These organizations owned, themselves, no cars or rolling stock;—they simply used that which the individual railroad corporations supplied, and paid for such use. This system speedily developed grave abuses. The profits of the express and despatch companies were large, and the officials of the various railroads gradually became more or less pecuniarily interested in them. These parties were thus made subject to directly conflicting interests. As employés of a railroad corporation, they were in duty bound to see that the corporation employing them received a full equivalent for the use of its rolling stock and road-bed; but, as partners in the express or despatch companies, whatever the railroad corporations received was so much deducted from their partnership profits. The tendency, up to the year 1865, was, however, strongly in this direction.

The advantages of promptitude and responsibility in forwarding goods, which the despatch companies offered to the business public, were so apparent as compared with anything attainable in dealing with several individual and disconnected lines, that it seemed inevitable that the whole business of handling through freights must gradually pass into their hands, and that, so far as this, the largest and most profitable part of the merchandise traffic was concerned, the railroad companies would ultimately confine themselves to the mere duty of furnishing and hauling cars for forwarders, having themselves no dealings whatever with the general outside public. The express and despatch companies under such system would have occupied the position of forwarding middle-men.

It would have been difficult to devise any system which would have afforded better opportunity than this for the defrauding of railroad corporations by their employés. It would inevitably have resulted in the corporations doing the bulk of the work, at the lowest possible rates, while the despatch companies would have exacted from the public the largest profits. This obvious fact speedily attracted the attention of those managing certain leading through-lines, and it was at first proposed that they should themselves, in their individual capacity, organize into companies to do the forwarding business over the roads employing them, in opposition to the existing despatch com-

panies and going one step in advance of these by owning their own rolling stock ; thus obtaining at once complete control of the roads through the control of that without which the roads could not be operated. In other words, so far as through freight was concerned, while the employés were to furnish cars and transact all business with the public on their own private account, the railroad corporations were to confine themselves to the ownership of a road-bed and motive power. This scheme failed to meet the approval of certain officials who were either more careful of the rights of their employers or were largely interested in the securities of the corporations they represented. These gentlemen entirely concurred in the absolute necessity of some organization such as that proposed, which should effect for through business a practical consolidation of the numerous individual and connecting lines, thus affording the public some responsible party with whom to deal ; but they insisted that the corporations themselves and not their employés should make up the proposed organization, and should receive the profits accruing from it. This view prevailed, and the several despatch lines known as the colored, or Red, White and Blue Lines, were organized in conformity with it. Only certain corporations, however, are included in these organizations. Many corporations are either parts of competing through lines, or they have not thought it their interest to enter the system and contribute to it their quota of cars.

It is on one of these competing through lines between New England and the West, that the system originally proposed and abandoned for the colored line system, has in this part of the country found its fullest development. Observing the great success and popularity of the colored lines, those managing the competing route wished to organize a similar system for the roads under their control. When the subject was discussed, the difficulty of want of means presented itself. The parties managing the Vermont Central road, which was the most important link in the chain, asserted that this company was in no condition to supply its quota of cars to an organization such as that suggested. It was therefore proposed that certain private parties, including the managers of the roads, should raise among themselves the necessary capital, and should supply the cars, to be

owned by them, and run over the connecting roads at certain rates per mile. This scheme was carried out, and the National Car Company was formed; the cars being distinguished by the green color which they were painted. The company went into operation in 1868, owning then two hundred cars, equipped with a patent adjustable axle to enable them to run over roads of different width of gauge. The allowance made for the use of these cars was at first 3 cents per mile run, whether full or empty. Subsequently, when the number of cars was increased, the allowance was reduced on the additional portion of them to 2.5 cents per mile; which amount, on a yet further addition of cars, was again reduced to 2 cents per mile. The business proved extremely profitable to those owning the cars, the number of which was rapidly increased from 200 in 1869 to 1,000 in 1872. In consequence, however, of the severe criticisms made upon it during the past autumn, in connection with the financial troubles of Vermont Central road, the company has disposed of one-half of its cars to the Grand Trunk Railroad, and now runs only 500. The success of this organization, however, and the pressing need felt of additional freight rolling stock on an insolvent road, induced the managers of the Vermont Central to organize another company in 1870, called the Vermont Iron & Car Co., which was intended to do local business over the Vermont Central and its connecting roads at mileage rates, in the same manner that the National Despatch did the through business. The cars of this company were of the ordinary construction, and the allowance made for their use was 2.5 cents per mile. The company began operations with 200 cars, which number was rapidly increased to about 700 in September, 1872. It is understood to have been extremely profitable to those concerned in it, which fact may indeed safely be inferred from the rapid increase of its property, as it is not supposed that the increase was wholly the result of new capital paid in by stockholders.

The organizations and companies which have been referred to, constitute, so far as this Board has been able to discover, the only owners of cars used in the transportation of merchandise known to the railroad system of Massachusetts. Other organizations both similar to and differing from these, undoubtedly exist in

various parts of the Union;* but the Commissioners have not been able to find any trace of their operations in Massachusetts. The United States Rolling Stock Co. is a case in point. This organization, of which Gen. George B. McClellan is President, makes a business of owning and letting railroad rolling stock, supplying in this way the deficiencies of many corporations which from lack of means are inadequately equipped, or which find it more profitable to supply a temporary deficiency in this way, rather than at times keep an idle surplus on hand.

As regards therefore the specific points, referred to in chapter 65 of the Resolves of 1872, concerning which the Board was directed to report; it would appear,—

1st.—“ *Whether cars owned by any persons or corporations, other than railroad corporations, are used in the transportation of merchandise over the railroads in this Commonwealth?* ”

The organizations known as the colored through-freight lines, which have, to a very great degree absorbed the business of through freights, are composed almost exclusively of railroad corporations which contribute each its quota of cars to the line. These organizations are wholly unobjectionable and perform a most useful duty in the work of transportation, equally advantageous to the railroad corporations and the community. Two exceptions only are known to exist to the rule that the cars belonging to these lines are the property of the roads composing them. In one case a despatch line, known as the Merchants' Despatch, has been permitted by the combined roads to place a quota of cars in the line on the same footing as a railroad; its cars being used and paid for in the same manner as the cars of the several roads. In certain other cases, where weak or impoverished roads have been entitled to contribute a quota of cars, but have been unable or have not desired so to do, certain private persons have been authorized to contribute such quota in the name of the company. Such a proceeding is open to a certain amount of criticism, as are all operations in which a corporation might have been profitably concerned, but which in

* For more detailed information on this subject see the reports of the Commissioner of Railroads and Telegraphs for the State of Ohio, for 1870, (p. 11) and for 1869 (p. 23). Also the report of a special committee on railroads and telegraphs, made to the Senate of Ohio, February 1st, 1867 (pp. 11-24 and evidence).

reality have been turned over to its officials in their private capacity. At the same time it should also be borne in mind, that, though it would be better for the corporation to furnish its quota of cars to the line itself, yet, failing so to do, it is better, for the public at least, and not improbably for itself, that the corporation should furnish them indirectly, rather than not belong to the line at all.

Besides these exceptional cases of cars of the colored lines owned by parties other than railroad corporations, it would appear that two distinct companies, known as the National Car Co. and the Vermont Iron & Car Co., having no necessary connection with the railroad corporations over whose lines their cars were intended to run, have also owned cars used in the transportation of merchandise over the roads of this State. These were both companies organized under the laws of Vermont, though in 1868 an Act was passed by the legislature of Massachusetts (chap. 205) under which the first was intended to be organized.

2d.—“*By whom are such cars, not being the property of railroad corporations, owned?*”

In the case of the colored lines, the cars not belonging to railroad corporations are owned by the Merchants' Despatch Co., a corporation of the State of New York, and by private parties authorized to contribute them in the name of certain railroad corporations, which had the privilege of doing so, but did not care to avail themselves of it. The Commissioners have not been able to ascertain that officials of any Massachusetts roads were included in the number of those furnishing cars in the name of their companies.

The National Car Co. and the Vermont Iron & Car Co. were composed largely of officials of the several roads composing the Northern route between Boston and the West, a number of whom were in the employ of the corporations of this State.

3d.—“*Upon what terms are such cars, not the property of railroad companies, transported?*”

The cars owned by the private companies or individuals interested in the colored lines are transported at the same rate,—1.5

cents per mile,—as those owned by the corporations properly composing the line. This rate is found remunerative, owing to the fact that on a majority of the railroads of the United States there is a deficiency of rolling stock; there are more corporations that hire cars than there are that let them, and freight rolling stock is thus made a commodity, as it were, of debtor and creditor corporations. Those roads, therefore, in the colored lines, which furnish their full quota or more of cars, earn a certain amount of money for the use of those cars from other roads which furnish less than their quota. As most of this business is for long distances,—keeping wheels constantly in motion,—the rate of 1.5 cents is found profitable; for short distances it would be otherwise. The distinction is important as touching the use of these cars in local business, so called, where they are kept standing for delivery of freight or lying on sidings after a short haul. Railroad freight agents assert that they are glad, for through business, or long hauls, to let cars at one cent per mile; while for local business, or short hauls, they are equally glad to hire them for two cents per mile. In other words, the through freighting business is more than twice as profitable for rolling stock as the local business. It is owing to this fact that the cars of the colored lines have proved a source of profit, while running at the low rate of 1.5 cents per mile.

4th.—“ *Whether any unjust or unequal discrimination or advantage is given, either in rates of freight or promptness of carriage, or in any other manner, to the owners of such cars by the railroad companies chartered in this Commonwealth?* ”

The colored lines were organized to accommodate through traffic, and whatever advantage as regards discrimination in rates of freight, &c., is given to them, must apparently accrue to the corporations, and in no wise affect the outside public. As regards the National Car Co. and the Vermont Iron & Car Co., it has been alleged that, both within and without the Commonwealth, the result has followed which was naturally to be expected from the fact that the officers of roads had a direct pecuniary interest in the earnings of the cars of these companies. It has been asserted, and the Commissioners are satisfied not without grounds, that the cars of these companies, running at fixed rates per mile whether full, partially full or empty, have been kept in motion

at rates for the carriage of goods, which, at times, have caused the railroad to pay more for car service than the entire amounts they have received as freights. This has in certain cases been done almost habitually. In yet other cases, preference has been given to the cars of those private companies over the cars of the corporations,—the last being kept standing on sidings, while all merchandise was reserved for the first. In none of these cases, however, can the Commissioners see how the outside community was made to suffer. Stockholders and railroad corporations were the victims, and were reduced, it may be, to bankruptcy; but the merchandise of the public was moved not only at no higher rates on that account, but at rates unduly depressed, as the mere fact of getting goods to move at any cost made the car companies earn mileage, though the corporations might earn no freights. The matter, therefore, concerned very closely the corporations, and especially, as the results have shown, those of Vermont; but not the community at large.

The remedy is in the hands of the holders of railroad securities, who can at any time they see fit prohibit their employes from being interested in these independent companies or prohibit the running of the cars of such companies over their roads. If they do not see fit to do so, there would seem to be no good reason why the community at large should interfere in their behalf, thus cutting off in a considerable degree its own freighting facilities.

5th.—“ *Whether the officers of any such railroad corporation derive any pecuniary advantage from the running of such cars over railroads of which they have the management?* ”

It would seem, from what has been said, that a portion of the officers of the corporations connecting with the Vermont Central road, do derive a pecuniary advantage from the running of such cars over the roads of which they have the management; and, undoubtedly, if the ownership of the stock of the car companies could be traced, it would be found that the employes of other corporations also were in a greater or less degree interested in them. The same may be said of the express companies and of the despatch lines, nor indeed does the practice stop here, or find its worst exemplification in this class of enterprises. On the contrary, it is here more on

the surface than almost anywhere else; more open to criticism and less subject to abuse. The officers of railroad corporations, as a rule, are not wealthy men, and they are subject to great temptations. They represent corporations in dealings with iron and coal mines, land companies, car and locomotive works, rolling-mills, cattle-yards, rolling stock and express companies, and numberless other concerns, every one of which is anxious to secure their good-will. There is of course no way of doing this so surely as by having them interested in the profits of the business. It is wholly impossible to trace an official into every investment he makes, and the only security of any value, which a corporation can obtain, lies of necessity in the high character and sufficient pay of its employés. If to these is added a direct interest on the part of the leading officials in the stock and securities of the corporations, they possess all the guarantees which it is possible for them to obtain, or for legislation to supply; without these, from the necessity of the case, railroad companies must always be peculiarly liable to suffer from every description of indirect dealing on the part of those in whose hands the care of their interests is confided.

In conclusion, their inquiries incline the Commissioners to believe that the particular antagonism of interest between corporations and officials, towards which their investigation was directed by the Resolve of 1872, exists, in a very limited degree, upon the railroads of Massachusetts;—and further, that where it does exist, its injurious effects, if any such there are, are limited to the corporations themselves, and are in no way directly felt by those doing business over their lines.

CHEAP TRAINS.

By chapter 348 of the Acts of 1872, it was provided that, upon the application of not less than two hundred persons, every railroad corporation owning or controlling a railroad running out of Boston should furnish each day a morning train in and an evening train out, reaching and leaving Boston at about 6 o'clock in the forenoon and afternoon, and running for distances not exceeding fifteen miles; and that they should sell yearly "season tickets," good for such trains, at rates not exceeding \$3.00 per mile per year, and quarterly tickets at rates not exceeding \$1.00 per mile per quarter.

The subject of cheap early and late railroad trains, intended to accommodate those of the working class who live in the immediate neighborhood of Boston, was first brought to the attention of the legislature on the petition of Hon. Josiah Quincy, in 1871. Several hearings upon it were had, which resulted in a carefully drawn report of the Committee on Railroads (House, 1871, No. 176), and in the passage of a permissive law (Acts 1871, chap. 143). No railroad corporation availed itself of the provisions of the law, and the subject again came before the Legislature of 1872. The Committee on Railways were unable to agree on any Act in addition to that of 1871, but the Committee on State Commissionerships, among other miscellaneous matter, recommended the passage of a law making the running of such trains compulsory under certain conditions. This was finally passed in the form in which it now stands. The subject was unfortunately not fully discussed before the committee, nor was any opportunity given to the railroad corporations to be heard in relation to it.

No trains of the character prescribed had ever been run in this country, but trains of a somewhat analogous character are not unknown in Europe, where they have been prescribed by law and are known as "Workmen's" or "penny-trains." It would seem from the Parliamentary documents, that the English legislation upon this subject has not resulted so favorably as was hoped; and, after careful consideration of applications for a general extension of the system, the joint select committee of both Houses of Parliament on railway amalgamation, in their extended report, recently presented, conclude that "the ill success of the attempt may well justify hesitation in entering upon further general legislation of the same kind." *

The English railroad system and the English legislation differ so radically from those of this country, that it is equally questionable whether the same need for trains of this description exists or the same difficulties would be encountered in running them in both countries. We have here neither the large and very poor suburban population, nor the system of discriminating railroad fares which are found there; neither have "work-

* Report on Railway Companies amalgamation, Session 1872, page xl.

men trains " yet been run even in Great Britain, except in and out of London, a city of fifteen-fold the population of Boston. The results of the experiment in the one case do not therefore throw much light upon its possible results in the other. In France, similar trains have been run in the vicinity of Paris, but have met with very limited success, and the evidence seems to indicate that no especial necessity for them exists in the industries or modes of life of the French population.*

The experiment of trains of this description, in America, must therefore be considered a wholly novel one; and, as such, the members of this Board were very anxious that it should receive a perfectly unprejudiced trial. Shortly after the adjournment of the legislature it was stated in the papers that petitions, asking for the trains prescribed, were in circulation along the lines of three of the railroads entering Boston upon the north side of the city. In no case, however, was this Board consulted in relation to the form of the applications, nor was the subject in any way brought to its attention by the petitioners prior to action upon their requests on the part of the corporations. Except in a single case, therefore, the Commissioners have even now no knowledge as to whether the applications complied with the conditions of the law, nor as to the grounds upon which the several corporations declined to furnish the trains. In the month of July, one gentleman, who had interested himself in relation to the matter on the Saugus branch of the Eastern Railroad, informally brought it to the notice of the Board, stating that a petition complying in all respects, so far as he was aware, with the terms of the law, had been presented to the management of the Eastern Railroad, but that no action had been taken upon it and that he feared no action was intended. The petitioners were at once informed that the Commissioners were prepared to bring the matter to the attention of the Attorney-General, and that unquestionably legal measures would be instituted to ascertain the legal rights and duties of the several parties interested. This course, however, though involving no expense to the petitioners, it was stated that they did not desire to pursue. They professed themselves satisfied with the existing management of the Eastern Railroad and were

* "*De L'Exploitation des Chemins de Fer, par F. Jacqmin. Paris, 1868. Tome 1, p. 325.*"

persuaded that it was disposed to do all that could reasonably be expected for the safety and accommodation of the public. They therefore expressly desired that recourse should not be had to any legal measures, but they asked the friendly offices of the Board with a view to inducing the company either to furnish the trains as prescribed or some other trains of a similar general character. In furtherance of this request several interviews took place between the Commissioners and the officials of the Eastern Railroad. As a result, the following communication was finally addressed to this Board by the President of the Eastern Railroad :—

BOSTON, October, 1872.

To the Board of Railroad Commissioners of the Commonwealth of Massachusetts.

GENTLEMEN :—Your request as to the running of cheap morning and evening trains over our road to meet a supposed demand of the public, has been very carefully considered by the Directors of the Eastern Railroad Company. As is known to you, two petitions were some time since presented to us, purporting to be made pursuant to the statute of last winter (Acts 1872, chap. 348). But these petitions we were advised did not fully meet the requirements of this statute, and so informed the petitioners. Aside from this, however, the statute raises very good constitutional questions as to the power of the legislature to compel a railroad to carry passengers at less than cost, as to which every railroad corporation might well ask the judicial decision of our courts.

We are, however, quite ready to endeavor to accede to any reasonable requests from your honorable body, and desire to meet any real public call, which does not involve a sacrifice of the just rights and property of our stockholders.

We have, however, been very apprehensive that if a cheap train at a slow rate of speed, and with corresponding fares should be run over our road, evil-disposed persons would insist upon riding in our regular trains, with the tickets furnished exclusively for these cheap trains; and it is evident that if this attempt could be successfully maintained by any legal process, it would defeat the whole plan, and compel its immediate abandonment. Encouraged, however, by your confident assurance on this point, we have decided to make the experiment, and shall, as soon as we can perfect our arrangements, put on a cheap morning and evening train between Boston and Lynn over the Saugus road, upon the plan requested by you. The tickets on all these trains will be at a uniform price between any and all stations, like a horse-railroad ticket, and will be sold twenty for a dollar; no single ticket will be sold. These tickets will be good only on these trains, and the

full regular fare will be exacted on these trains from any person not having one of these tickets. We put the fares so low, on purpose to make the test thorough. The train will not, at the best, pay its expenses, and any benefit from it will be due to the increase on our other business, which, if your theory is correct, will follow it. We are by no means confident that there is any real public want of such trains; but are content to put them on at your request, as an experiment, and shall endeavor to test this experiment fully, so as to settle the question whether your views are correct, and there is, or can be created, a real public demand for cheap trains for the workingmen, and whether the legislation of last winter resulted from an actual public want, or sprang merely from a factious spirit of restless agitation. Your obedient servant,

THORNTON K. LOTHROP,
President Eastern Railroad.

As the petitioners had not been willing to have the law and the obligations of the corporation under it settled in the courts, as this Board desired; and as the corporation had declined, for reasons satisfactory to its officers, to run the trains in accordance with the Act of 1872, the form in which the experiment was tried differed essentially from that prescribed in chapter 348; as finally adopted, however, this Board is wholly responsible for it. In every respect, except as regards the length of time occupied in making trips, in regard to which nothing was said, their suggestions were fully complied with. The plan was very carefully matured, to avoid the numerous practical difficulties which presented themselves to the form of the experiment prescribed by the legislature. The statute, for instance, directed the issuing of a class of season-tickets good for these trains only. This at once introduced two classes of season-tickets into use on the railroads, one good upon all trains, the other good only on certain special trains. On every road leading out of Boston, there are thousands of holders of season-tickets. On the Eastern road they average five thousand, being more than this number in summer and fewer in winter. Under any circumstances this class of travel occasions the utmost inconvenience to the corporations; and, if it were further complicated by the introduction of several hundred special season-tickets, the whole system must apparently break down. The economical principle of charge according to mileage-distance—equal mileage rates—on which the trains were to be fur-

nished under the provision of the law, were also very open to criticism. The cost of running a train on the roads out of Boston, cannot, judging by the returns, be less than \$1.00 per mile. The average rate for the eight roads as shown by the returns of both the last and the present year was much more than this, being \$1.30 per mile for 1871 and \$1.33 for 1872; the lowest cost for either year being on the Eastern (\$0.99 per mile), and the highest on the Boston & Providence (\$1.78 per mile). Allowing, however, \$1.00 per mile as the net cost, the annual expense of a train to and fro between Boston and Lynn would be not less than \$8,000. The average distance travelled by persons using these trains would not probably exceed five miles; the tickets would generally be quarterly tickets. To obtain \$20 a year from each applicant, it would be necessary that he should live, if using a quarterly ticket, five miles from the city; if using a yearly ticket, seven miles. The whole amount received by the corporation, from the two hundred applicants, having a right to demand the train, would not, therefore, in all probability, exceed \$4,000 per annum, or less than half of the cost of running it.

Neither could the trains in this case be used by a large portion of that class for whose benefit they were intended. The law provides only for regular "season-ticket" holders; limiting in this way the use of the train to those having permanent employment in one place, and permanent residence in another. No provision is made for that large class who need occasional cheap transportation to different points at which they are temporarily employed.

The economical principle of payment strictly according to the distance persons are carried is also obviously incorrect. Distance has very little to do with the cost of transportation, or the services and use of the property of a corporation for which each traveller should pay. The immense item of fixed cost and equipment,—stations costing hundreds of thousands of dollars, —a road-bed and a large body of rolling stock and force of officials to be kept up, are all expenses incurred equally for the passenger who travels one mile, or for him who travels ten. The usual argument in support of the fixed charge per mile is that each traveller under such a system pays for what he receives,—no more and no less. The fact, however, is exactly

the reverse of this. Under such a system each person does nothing of the kind. He pays for transportation *only*,—he does not pay for the use of the fixed capital which all travellers, whether those for greater or for less distances, share the benefit of equally. So far as the cost of carrying an extra passenger one mile or ten is concerned, if a train is to be sent out and to make the whole route, the additional expense of having one or two hundred pounds more or less in it is so small that it cannot be computed. This subject was discussed at much length by the Joint Committee on Railways of the Legislature of 1871 (Legislative Documents, 1871, House, No. 176), and again by this Board, in a report on the petition of Hopkinson and others (Appendix, Third Annual Report, p. 206). The principle would seem to be too plain to require further discussion.

For the reasons above stated, in proposing an independent plan for cheap trains to accommodate metropolitan travel, the Commissioners urged the adoption of the horse-car system without any variation. They proposed to do away wholly with season tickets, and to have but one rate of fare, regardless of distance. It was, in fact, the postage system applied to travellers. This, it is obvious, tended greatly to simplify the experiment. No record of passengers had to be kept,—no complicated system of through and local tickets had to be prepared and issued,—no accounts with different stations were necessary,—no single tickets had to be sold,—no money was paid on the cars. The fare to be charged was based on the supposition that the legislative number of two hundred persons desiring to make use of the train were to be found on the line.

The cost of running the train thirteen miles to Lynn was computed at \$13 the trip. To meet this cost with two hundred passengers, the fare per journey would have been 6.5 cents each, or sixteen tickets for the dollar. This was the price originally proposed by the company; but, at the suggestion of the Commissioners that a yet lower rate would test the experiment more effectually, and that, if it was to be tried at all, it had much better be tried on a basis which would preclude all possible question of its thoroughness,—on this suggestion the corporation adopted the rate of twenty tickets for one dollar,—the lowest fare in use on any railroad or street railway in the Commonwealth.

So far as the public was concerned, the Commissioners proposed the fullest and fairest form of trial for the experiment which with their lights suggested itself to them. The trains as now run, are confined to no class,—any person desiring to go in them is free to do so;—they are not limited to the holders of season tickets, nor to persons regularly travelling between any two stations; on the contrary, all can use them,—whether twice a day or once a year,—whether they have permanent employment, or are looking for a day's work.

In one respect, and in one respect only, to which no reference was made in the letter of President Lothrop, the Commissioners were not entirely satisfied with the form in which the experiment was tried. This related to the length of time occupied by the trains in their trips. After observing the experiment for some weeks they accordingly addressed to the corporation a letter on this subject, which, together with the reply to it, are herewith submitted:—

RAILROAD COMMISSIONERS' OFFICE, BOSTON, December 2, 1872.

THORNTON K. LOTHROP, Esq., *President Eastern Railroad Co.*

SIR:—The Board of Railroad Commissioners direct me to acknowledge the receipt of your favor of October —, in relation to the running of cheap morning and evening trains over the Eastern Railroad, between Boston and Lynn. They have delayed acknowledging the communication earlier in order that they might do so with more advantage, after observing for a time the practical operation of the experiment.

In all respects referred to in your communication, the train as now in operation meets fully the views of the Board and seems calculated to thoroughly test the amount of popular demand now existing for trains of this class. To one point only, not referred to in the communication, is it desired to call your attention, as being likely to render the result of the experiment inconclusive. Reference is had to the extremely slow running rate of the train—12 miles an hour—and the time—70 minutes—thus required for the journey between Lynn and Boston. Of course it is not expected that this train should run as rapidly as others, but the usual running time, including stops, between Boston and Lynn over the Saugus Branch for accommodation trains is 45 minutes, and 70 minutes for this particular train would seem to be an unnecessarily large allowance.

The Commissioners especially desire to call your attention to this point. As you are aware, the running of cheap early and late trains out of Boston, has been demanded for several years, on the ground of

an alleged public necessity, and in the legislation of 1872 this demand took the form of a statute law. The Railroad Commissioners have never been convinced that a real demand existed for trains of this class or that they would be sustained if established. On these points they always have been and now are in doubt. They did, however, as you know, very strongly desire to see the experiment fully, fairly and honestly tried, with a view to thus settling the discussion one way or the other. Meanwhile, an inconclusive experiment is no better than no experiment at all.

It is obvious that a reasonable running time is of the very essence of a system of cheap trains. Morning and evening trains which occupied three hours in going 13 miles would of course be used by no one, however cheaply they might be run, and a corporation which undertook to assert that no cheap trains were desired because people were not willing to occupy six hours a day in going to and from their homes, would fail to command the general assent. So in the present case, 70 minutes between Lynn and Boston seems by this Board an unreasonable time,—a time indeed, sufficiently unreasonable to endanger the whole value of your experiment. For if this experiment fails its failure will be attributed by the public and the legislature, and not without reason, to this fact, and it will be said that it was intentionally arranged to fail.

In such case the discussion on the subject will not have advanced at all, and new agitation and more stringent legislation may be looked for. This is exactly what the Commissioners sought to preclude by a full, fair and honest trial on correct principles.

They do not want to suggest anything unreasonable, but, to a satisfactory and conclusive trial in the present case, they are under the impression that, if the regular accommodation-train time between Lynn and Boston, including stops, is 45 minutes, the time of the working trains should not exceed 55 or at most 60 minutes.

This single variation from your present running rules, for the cheap trains, would, in the opinion of this Board, render your experiment of great value, and fairly conclusive as regards this much agitated question.

C. F. ADAMS, Jr.

Chairman Board of Railroad Commissioners.

Boston, December 3d, 1872.

To the Honorable Board of Railroad Commissioners.

GENTLEMEN :—I have the honor to acknowledge the receipt of your communication as to the cheap trains run over the Eastern Railroad. We are glad that the trains meet your approbation in so many particulars, and regret that there should be any point about them which seems

open to your criticism. We intended to make these trains in every particular a fair experiment, and to furnish by them, in all respects, the accommodation which any well-informed and intelligent person could reasonably claim that such trains ought to furnish.

The results so far show a constantly increasing travel on these trains from all points, though less from the remoter places than from those nearer Boston, and less upon the outward than the inward train. So far, however, these trains are mostly filled by passengers who would otherwise go by other trains at full fares, and there is hardly any increase of business; but this of course was to be expected at the outset. We doubt very much if the complaints made to you, and which are the occasion of your letter to us, come in any great degree from persons habitually using this train; and cannot but believe they have their origin and principal support from people whose real purpose is to claim that these trains should be run at substantially the same rate of speed as our other trains. Such a concession, it is evident, we cannot make. We cannot run these trains upon the time of our other accommodation trains, or upon any time substantially the same. And it seems to us ungracious for people whom we carry at less than cost, to complain that we do not carry them fast enough.

Upon the best judgment we can form in the premises, our present rate of speed upon these trains is all that can fairly be asked of any railroad company, and more than is requisite to make the test, which the experiment will furnish, a fair one.

The distance from Lynn to Boston *via* the Saugus Branch is thirteen (13) miles. There are twelve (12) way stations, and two (2) railway crossings, making fourteen (14) stops in all. There are several ways of estimating the delays caused by these stops; engineers consider that each stop is equivalent to a mile. On this basis the trip to Lynn by the Saugus Branch would be equivalent to twenty-seven (27) miles without stops; and running this in seventy (70) minutes would give the train when under way, a speed of a little more than twenty-three (23) miles an hour. If we consider the actual loss of time caused by each full stop in breaking up, waiting and getting under way again;—this has been ascertained, by repeated observations, to be somewhere between two (2) and three (3) minutes. If it is reckoned at two and a half (2 1-2) minutes at the average; this would make the time lost in these fourteen stops, thirty-five (35) minutes,—would leave thirty-five (35) minutes for actual running time, and would make the speed of these trains when under way, a little more than twenty-one (21) miles an hour. If only two (2) minutes be reckoned as the average loss of time caused by these stops, this would make a total loss of twenty-eight (28) minutes, leave the running time forty-two (42) minutes, and make the speed of these trains when under way a

little more than eighteen and a half (18 1-2) miles an hour. This I am confirmed, however, is less than the actual speed of these trains when under way. But assuming this to be correct, I respectfully submit to your consideration that a speed of eighteen (18) miles an hour is as high a rate as can reasonably be required of any railroad in the running of such trains. A slower rate would be more economical, and therefore more just to the railroads; any increase of speed is accompanied, at the least, by a proportionate increase of cost,—if, indeed, the increase of cost does not grow much faster than the increase of speed.

If, as you suggest, we should approximate the speed of these cheap trains more closely to that of our ordinary passenger trains upon which our regular fare is paid, this company would be subjected, I apprehend, to a more serious and more reasonable clamor from the passengers on these trains for a reduction of fares, than we are now, from the persons who move through you, and directly with us, the question of the increase of speed upon these cheap trains.

Moreover, to do this, would, in the judgment of the managers of this company, under their present experiment, be both unfair and fruitless. For the question then presented to the public would be, whether they preferred to ride thirteen (13) miles for twenty (20) cents, or the same distance in substantially the same time for five (5) cents,—a question to which there can be but one answer.

The whole theory of these trains and of the demand for them is borrowed from, and finds its support in, the success of workmen's trains in England; and our experiment was intended to show whether similar trains were needed in this community. I do not know at what speed these trains are run in England; but cannot believe it is as great as that adopted on the Eastern Railroad. If, however, I am mistaken in this,—as this company does not propose to furnish on these trains accommodations in any respect less than are furnished in Great Britain,—I will cause them to be run at the highest rate of speed at which any similar train is run over any railway out of London. But if, as I suppose, the speed on these trains on the Eastern Railroad is already greater than that of the corresponding trains elsewhere, the managers of this railroad must, however anxious to oblige you, decline, for the reasons I have already indicated, to increase the present speed of these cheap trains.

To adopt your suggestions would, as we believe, wholly change the character of these trains, and obliterate the substantial distinction between them and our other trains; as the difference in their time from Lynn from that of our other trains over the Saugus Branch would then be actually less than the differences between some of our ordinary passenger trains from Salem, on all of which full fare is charged.

It would be, as you well know, personally agreeable to the managers of this corporation to adopt your views and to accede to your wishes. But in their opinion the experiment as now tried, is eminently fair; it is too early to determine as to its success. The change you suggest might perhaps fill these trains; but if it did so, would prove nothing, in their judgment, as these trains would substantially cease to be *cheap trains at a slow rate of speed*, if they were run in either fifty-five (55) or sixty (60) minutes, as suggested by you.

Regretting not to be able to reach the conclusion desired by you,

I am, your obedient servant,

THORNTON K. LOTHROP,

President Eastern Railroad.

This Board is not informed as to the length of time occupied by the workmen's trains in England in their trips. They have, however, taken measures to procure immediate information on the subject. The cheap trains began to run on the morning of November 4th, leaving Lynn at 5.35 A. M., and reaching Boston at 6.45; returning, left Boston at 6.25 P. M., and reached Lynn at 7.35. They were made up at first of a locomotive and two cars only, and averaged some 65 passengers in the morning, and 80 in the evening. By the 1st of December, however, they had been increased to four cars, averaging about 200 passengers, in the morning; and three cars, averaging about 125 passengers, in the evening. The number, however, fluctuated considerably, and was largely, perhaps one-third, made up of transient passengers, the remainder only using the train regularly, and, of these, quite a number going merely from one local station to another. A large proportion of those using the trains used them, it was found, one way only; coming to town on the cheap train in the morning, for instance, and returning on the regular train in the afternoon. These facts are noticeable as bearing upon the single-ticket system, no provision having been made for transient travel in the Act of 1872. About one-third only of those using the trains travel on them a greater distance than five miles, 50 being the largest number to or from Lynn in any one day. Very few women are among the passengers.

As a whole, up to the 1st of December, and as the result of a trial of only one month, the experiment cannot be considered as otherwise than fairly successful. It cannot be said to

have demonstrated the presence at this time of any large class living on the lines of the railroads calling for accommodation of this character. Where, however, during the early stages of such an experiment, begun during the shortest days of the year, the number of passengers by single trains amounts to 200; it would not be unreasonable to anticipate at least double that number in the spring and summer months. Should this estimate prove correct the train will have to be considered an established success. Hitherto it has not paid for itself, but this is not unusual with newly established trains. It is to be remembered, that those likely to make use of so peculiar a class of accommodation, have not yet had time to become dependent upon it, nor probably are they yet satisfied as to the probable permanence of the arrangement. In the absence of any existing demand time must be allowed in which to work results. A year hence some reliable conclusions may be inferred; at present any attempt at such would be wholly premature. Of course, with the same accommodations and at equal rates of speed all persons would prefer the lowest scale of fares. Whether, however, any considerable class of this community prefers permanently to make a sacrifice of time and comfort for any reduction in rates which it is possible for a corporation under our system to make, is still an open question. It is to be remembered that the people of this country are far less saving than those of other countries of small sums of money, and that the regular rates charged on all the railroads to and from stations in the immediate vicinity of Boston is already both positively and relatively low,—as low, in many cases, as the rates established by law on Parliamentary trains for the poorer classes in England. While, therefore, should this experiment fail, it would only show that no real need as yet exists for trains of this description in America, should it succeed it will unquestionably work a great change in the whole system of metropolitan travel.*

THE COAL SUPPLY.

A considerable portion of the last annual report of this Board (pp. 156–66) was devoted to the question of the coal supply of New England and especially of Massachusetts. The Commissioners dwelt at length upon the increasing importance of this

* For information as regards workingmen's trains in and out of London, see Appendix E.

article of raw material to the manufactories of the State, and called attention to the very heavy tax, which the present method of transporting it imposed upon industry. In consequence of this discussion and of numerous complaints and petitions addressed to it, the Legislature of 1872 finally directed the Board, by chapter 60 of its Resolves, to consider the subject of regulating the transportation of coal by law, and to report in the form of a bill or otherwise.

The annual coal consumption of New England was in the last report of this Board (page 165), estimated at three million tons ; valued, upon the cars at the mouth of the mines, at \$1.75 per ton, but costing the consumers upon an average \$8.00 per ton ; thus representing an annual tax for transportation, handling and the charges of middle-men of about \$19,000,000 a year. Nor was this heavy pecuniary burden the only evil of which the Massachusetts consumers had to complain. Owing to the crude system of water transportation, which was practically limited to certain months only in the year, consumers were obliged to lay in heavy stocks of coal when they could, thus keeping much capital locked up in private coal-yards, which occupied valuable space, while the railroads were forced to do the work of transportation in the most costly way possible,—as their rolling-stock was overtaxed during certain portions of the year, and in great degree idle during the remainder of it. A very pointed illustration of the evils incident to this system, and of the inconvenience and expense imposed by it on all parties interested, is furnished in a communication recently addressed to the Board, by the Hon. Onslow Stearns, President of the Old Colony Railway, in reply to the complaint of Culver & Co., manufacturers in Hanover, Massachusetts. This communication is printed in Appendix D to this Report.

Since the adjournment of the last legislature, however, the problem of the coal supply has entered upon a wholly new phase of development, which, so far as the Commissioners can now judge, promises most important and gratifying results to the consumers of New England. The great difficulty has hitherto arisen from the complicated and imperfect nature of the machinery through which the miner and the consumer were brought together. Too many middle-men intervened. The miner delivered to the carrier and the carrier brought the coal

to tide-water—at tide-water, a new and independent carrier took it and brought it to some port of New England, where it was received at the wharf of the coal dealer, there delivered to a new carrier, through whom it was at last brought to the consumer. New delays and fresh charges were thus incurred at each possible point, making the process of transportation the most inconvenient, and consequently the most costly conceivable. The arrangements now contemplated promise to reduce this process to the utmost possible degree of simplicity;—bringing the miner of Pennsylvania and the consumer of New England directly together, in such a way that the latter in supplying himself with fuel shall know but one party in the transaction, that party being the miner himself.

This most desirable result it is proposed to bring about in the following manner. Certain large owners of coal lands have effected arrangements with railroads running from their mines to tide-water, and have there established yards and depots for great amounts of coal always ready for shipment. These yards, hitherto at points on the coast of New Jersey, they now propose, so far as New England is concerned, to transfer to Providence, Fall River, New Bedford, Boston, Salem, Newburyport and Portsmouth on our own shores; there establishing large coal depots, for local use. They will thus control and equalize transportation to New England, putting a stop to demurrage and supplying such facilities as will enable all reasonable amounts to be delivered with the least possible delay. Having thus domiciled themselves in New England, they further propose to offer to contract with all large consumers,—such as coal merchants, manufacturers, etc., for the delivery of coal at stated times and for fixed prices. In other words, large consumers at interior points, instead of, as now, laying in at great expense and inconvenience vast amounts of fuel for months of consumption, will contract with the miner for the delivery of coal throughout the year,—at an agreed price. This the miner proposes to undertake to deliver, he dealing with all carriers, etc.

Under such an arrangement the consumer will be relieved of all necessity of dealing with the local railroads, whose charges, together with all others, will go into the net price at which the miner makes himself responsible. If a Lowell mill corporation or a Worcester coal merchant, for instance, contracts for

one thousand tons of coal to be delivered in stated quantities the first week of each month of the year, for so many dollars per ton;—in the execution of this contract, he will know but one party, the miner,—the producer himself. If there is delay in water transportation, or demurrage for failure to promptly unload, or a deficiency of local rolling stock, or exorbitancy of railroad charges, these will all be matters in regard to which he will look to the producer alone. The latter assumes all responsibility as regards these matters, and a failure to provide for them can result only in diminished profits to him and not in an increased price of coal to his customer.

Such an arrangement as this, once perfected, can hardly fail to greatly simplify the question of coal delivery. The producer, handling as he does vast quantities, will do so at the least possible cost; and, dealing with all the middle-men, will be in a position to equalize the business through all seasons of the year, in such a way that it can be done in the most convenient and economical manner. The introduction of such a system by one coal company must also, it would appear, speedily revolutionize the whole business. For, in order to enable them to compete successfully, all other coal companies, whether transporting by land or water, must adopt similar or improved arrangements. In other words, competition will compel the miners to remove their depots, so far as New England is concerned, away from Philadelphia, Elizabeth or Rondout, where they now are, to Springfield, Worcester and the sea-board points where they will be at the very doors of the consumers. This done, all will have been done which it is apparently possible to accomplish. The mine itself cannot be brought to New England, but the best substitute for it will have been brought there in the shape of the miner's coal-depots.

During the present year this important project has been matured, but no direct benefit has as yet resulted from it. The necessary arrangements are extensive and costly, necessitating the concurrence of many parties, the purchase of valuable properties, the construction of expensive facilities for handling of coal and the building of improved tugs and barges for its carriage. All these preliminaries are now in process of arrangement, and will come into play in the course of another year. Neither, in the way they are being carried out,

will they create any danger of a monopoly which would place the consumer at the mercy of a producer, having complete control both of a commodity of prime necessity, and of all the avenues for transporting it. Ample provision has been made both for the individual dealers and competing companies. Portions of the docks and shipping facilities have in certain cases been reserved for them, and the old system of supply will still be open to such as may not care to avail themselves of the new. This, in addition to the fact already mentioned, that the new arrangements of one company will necessitate similar arrangements in competition by others, apparently affords all necessary protection.

The Commissioners finally venture to express a sanguine belief, that these arrangements will in the course of another season, and in the natural progress of development, not only obviate the necessity of any legislation on the subject, but will also, by placing the whole matter of coal supply on a new and more satisfactory basis, give a powerful stimulus to the manufacturing industry of the Commonwealth. While, on this ground, therefore, they do not deem it necessary to report any form of a bill such as that referred to in chapter 60 of the Resolves of the last legislature, they cannot take leave of the subject without expressing a sense of the great satisfaction they feel in the assurance they have received, that this most important step in material development, has, in some degree, been hastened, if it did not originate, in the discussion contained in their previous reports.

REDUCTION OF FREIGHTS AND FARES.

During the past year the cost of several of the articles which enter most largely into the expense of operating railroads has very largely increased. This has been especially the case as regards all metals. Under these circumstances no favorable opportunity has presented itself for urging on the railroad corporations further reductions of rates, but, in certain cases, these have been voluntarily conceded, and the Commissioners have been, and still are, carefully observing the effect of the reductions made in the year 1872. To procure information on this subject, a circular was addressed to the several corporations in the month of September, which, together with certain of the

more noteworthy replies received to it, will be found printed in Appendix E of this Report. In so far as any inferences can be safely drawn from the experience of the last two years in this State, they would seem, in a very striking degree, to verify the conclusions which had already been elsewhere deduced from experiments made in Belgium.

So far as passenger travel is concerned, reductions in fare for long distances, below a certain standard which may be fixed on as reasonable,—in this country, in the neighborhood, perhaps, of 2.5 cents per mile,—reductions below this point are not found to materially affect its volume. Experience seems to indicate that fares on railroads enter in so slight a degree into the entire cost of distant travelling, that a reduction in them below the fixed point of reasonable charge is not a material consideration. The argument, that low fares, by increasing the volume of receipts, prevent any absolute net loss is not, therefore, found to be correct when applied to long travel; on the other hand, it is found to be perfectly correct when applied to short travel, especially in the neighborhood of considerable places. Wherever persons travel on season or package-tickets, the amount they travel can be apparently almost indefinitely stimulated by reductions in charge. Experiments now going on will afford some indication hereafter as to the extent to which this principle can be carried without loss to the corporations.

As regards the movement of merchandise, the converse of both of the above propositions holds true. On short distances the necessary expense and trouble of handling goods is so large that any reasonable reduction in railroad charges affords but a small inducement to increased traffic, except in the case of coal and certain bulky raw materials. A heavy charge for short carriage on these, may involve just the difference between manufacturing at a profit and at a loss. As regards long distances, however, the experience of railroads, both in this country and in Europe, is uniform and distinct, that reasonable reductions in rates never fail to stimulate traffic, and the point has not yet been reached at which this reduction has been so great that the consequent increase of volume in receipts has not saved the corporations from loss. Striking verifications of certain of these conclusions will be found in the interesting communications from Messrs. Stearns and Yeamans, printed in Appendix E.

REGULATIONS OF FARES AND FREIGHTS BY LAW.

By chapter 58 of the Resolves of 1872, this Board was directed "to consider the subject of regulating railroad fares and freights by law, and report in the form of a bill or otherwise on the first week of the next Legislature."

This question was discussed at some length in the last annual report of the Board (Third Annual Report, pp. 170-4). Since that report was made, the whole subject has been most thoroughly investigated by a joint select committee of both Houses of the British Parliament, and the evidence and documents submitted to that committee, and its own conclusions thereon, have been published in a "Blue Book" of more than one thousand folio pages. In various of the State Legislatures of this country, also, measures have been brought forward, of which copies have been transmitted to this Board, all of which bore closely on the matter referred to in the foregoing Resolve. There is, indeed, no question connected with railroad legislation which has occasioned during the last forty years so much discussion or so many statute enactments as the attempt to regulate fares and freights by law. There are now in force on the statute books of various countries, laws of every conceivable description, from a simple act, establishing charges at so much per mile for each traveller or ton of freight carried by rail, to enactments of the most elaborate nature, under which roads are classified, goods enumerated, periodical revisions provided for, and differential, special and through-rate tariffs, with distinctions of terminal charges, are all specified in detail. The efforts in this direction have, indeed, been systematically pursued both in this country and in Europe, from the first inception of the railroad system down to the present day.

In the earlier days of the railroad system, and especially in America, the Acts regulating fares and freights were very simple, and apparently there could be no difficulty in their enforcement. They limited charges to so much per mile for each passenger and for each ton of freight; adopting what is known as the equal-mileage rate. Economically there can be no doubt whatever that this legislation was founded on a wrong principle. If the amounts paid by the public are in any degree to correspond to the cost of the services rendered by

the corporations; then the distance that a person or thing is carried has very little necessary connection with the cost of carriage.

This principle is perfectly well established, and has been repeatedly dwelt upon in the reports of this Board. Its truth can be made very apparent by a simple illustration. Lynn is ten miles from Boston, and Chicago is a thousand. An article of merchandise going to the one place or the other has to be received, handled, stored, placed on a car and forwarded; on reaching its destination it must be unloaded, stored and delivered by the company, or received and unloaded by the consignee; in either case, the car is necessarily subject to delays during which it earns no freight. Under these circumstances it is very apparent that the fixed cost incurred by the railroads in the work of transportation,—that cost which is common for all articles or persons, no matter how long or how short a distance they are to be carried,—must constitute a very considerable part of the whole cost. So obvious is this fact, that it is well known that the corporations earn large net profits on their long business at a third or quarter of that rate per mile, which is barely remunerative on short business. The simple and obvious fact, that wheels earn money only while they are in motion, and that they earn it as long as they are in motion, has constantly been disregarded by those seeking to frame laws regulating fares and freights. If a car can be loaded with passengers or goods and started on a journey of two thousand miles, the wheels of that car are steadily earning money for days together, though moving, perhaps, at low rates; if, however, the cost of starting that car, including the fixed outlay of the corporation in officers, employés, station-buildings, real estate, rolling-stock and road-bed,—an outlay which is in large degree the same for long transportation or for short,—if this cost has to be distributed over a few miles only in which the wheels are in motion, then it is evident that the cost of transportation per mile must largely increase. If it is limited by law and not allowed to increase, then the long traffic must pay a loss on the short traffic.

As regards merchandise, this is so apparent that it needs only to be stated to be understood. Of course this economical principle must not be confused with the abuses perpetrated by the

railroad corporations in charging heavier rates to intermediate than to competing points, or with the extortions at times practised on local business.

As regards the carriage of passengers it is equally true. The longer the distance travelled the greater the profit on each passenger, and, numbers being equal, the cheaper he can be carried. In practice it is apparently otherwise, as it is notorious that the fares for short distances are the lowest; but this is apparent only, and is due to the numbers transported. The accumulation of small profits, by dividing the cost of running the train among vast numbers of persons, operates in exactly the same way as if it were distributed over a great distance measured in miles.

The equal-mileage laws were, therefore, founded on the erroneous principle that the fare or freight should be proportioned to the cost of carriage, and the cost of carriage was held to be uniform without regard to distance. An infinite number of Acts based on this principle are to be found in the statute books of this country. Nowhere, however, has the system been more persistently followed out than in Ohio. In that State there are at least nine distinct rates for the transportation of passengers and freight, authorized by law, and yet others are under discussion. The matter has been incessantly legislated upon, and yet the State Railroad Commissioner in his report for the year 1870, asserts that these laws are the most fruitful source of complaint, and that, "There is not a railroad in the State whether operated under a special charter or the general law, upon which the laws regulating rates are not in some way violated nearly every time a regular passenger, a freight or mixed train passes over it.

"On those roads where scrupulous effort is made to act within the limits of the law, it is violated in some instances by charging passengers who fail to purchase tickets, an excess of regular ticket fare, and in others by charging an excess of the legal rate for short distances, upon the purchase of tickets; and in almost every instance where light and bulky articles, such as furniture, willow-ware, feathers and the like are carried, a greater rate per ton per mile is charged than the law allows, and articles of a hazardous nature, or of great value, are charged in excess of their true weight. While this is done

often without complaint, and the justice of the rule is conceded by many, it is nevertheless a violation of the law." * * *

"A strict enforcement of the provisions of the law would, however, compel some companies to ultimately suspend business, prohibit the transportation of certain articles by rail, or compel their transportation below actual cost." *

In their report for 1872, the Commissioners referred to the English system of Parliamentary trains as an exceptionably successful result of legislation on fares and freights. The law in this case was intended to compel the companies to provide certain slow and cheap trains at a low rate of fare for the vast population of the very poor class which is to be found in Great Britain. This result it was implied the law had accomplished. The report of the Parliamentary Committee which has just been referred to, throws grave doubts on this conclusion. On the contrary, the committee says that "The history of the traffic in third-class passengers affords a strong argument against attempting to foresee and provide for a want of this description by imposing general, compulsory and permanent obligations on railway companies. It has been shown that Parliament, anxious to protect the lower classes at any rate, from the apprehended monopoly of railway companies, imposed special obligations on the companies, supposed to be in favor of these classes, and attached to these obligations a special exemption from railway taxation. It has also been shown that railway companies, in their own interest, are now doing for third-class passengers more than Parliament ever thought of requiring; that third-class traffic is one of the most growing sources of profit, and that the present operation of the special legislation on the subject is to give a very questionable exemption from general railway taxation, to create confusion and litigation, and to give the companies inducements for withholding from third-class passengers facilities which they would otherwise give. The ill-success of this attempt may well justify hesitation in entering upon further general legislation of the same kind." †

The familiar law in force on the New York Central road, and which is very frequently cited as an instance of the successful operation of simple laws regulating fares, is of a different char-

* Ohio Railway Report, 1870, pp. 7, 8.

† Report: Railway Companies Amalgamation, p. xl.

acter. Under it two cents per mile is the regular fare which the road is allowed to charge, and the rule applies to all trains, descriptions of travel or rates of speed. No package, commutation or season ticket is sold at any reduced rate, and consequently the man who travels every day and by accommodation train, pays exactly the same rate (2 cents) per mile, as he who travels once a year by express.

When a similar law, applying to all roads in the Commonwealth paying more than eight per cent. dividends per annum, was proposed in the Legislature of 1871, the discussion upon it elicited such unexpected results from its operation that the measure was rejected. For instance, though the bill was limited to roads paying annual dividends of eight per cent. and upwards, the effect of competition made it apply to other roads which either paid less dividends, or, in some cases, had never paid any dividend at all; practically threatening such roads with bankruptcy. Again, there is not a considerable business centre in the Commonwealth which is not surrounded by towns in which people have settled, built houses and effected every arrangement for residence, relying upon a regular and very cheap access by rail to their places of daily business. A law which substituted a uniform rate of two cents a mile for the commutation rates at which such persons now travel would necessitate an entire change in their modes of life. Such a system might work well where a community has grown up under it; if, however, suddenly by act of Legislature introduced into a community which has established itself under the discriminating tariffs always hitherto in use in Massachusetts, the Commissioners do not see how it could fail to produce most disastrous results. How serious as regards regular season-ticket passengers such a change would be may be inferred from an examination of the tables at the close of this Report (No. 127). It will be seen, that those who travel most on the roads of this State, instead of paying two cents per mile, now pay but from 1-4 cent to 1 1-2 cents per mile.

The rule of uniform mileage rate is also wholly opposed to the fundamental principle of taxation, that the burden should in all cases be so imposed as to rest most heavily where it will be least felt. The man who travels every day over a given route, has a right, on every principle of economy, to buy his passage at wholesale rates, and to him a concession is a matter

of great moment; whereas it is of comparatively little consequence what he pays, within reasonable limits, to the man who travels very rarely. A law, therefore, which imposes an additional cent per mile on the daily traveller to give it to the occasional one does not seem to place the burden of taxation where it is least felt.

The Commissioners are inclined to believe that the system of discriminating rates now generally in use on the Massachusetts roads is not only more profitable to the corporations than the uniform price per mile system of the New York roads, but it at the same time is more advantageous to the travelling community through its practical adjustment of the burden.

The equal-mileage rate has not only been found to be wrong in principle, but its universal application is apparently out of the question. It might indeed be practicable,—if its expediency were admitted,—if all the railroads in the State were consolidated into one corporation and operated by one responsible management. In such case it would be possible to strike an average, and, by making the profits on one portion of the system counterbalance the losses on another, arrive at the basis of a law. Such a policy of consolidation, however, has never been encouraged by the Legislature of Massachusetts. There are accordingly now in this State no less than 55 corporations, owning on an average 40 miles of road each, while some 35 distinct boards of managers control about 60 miles each, varying from 250 miles in the case of the Boston & Albany to less than six in that of the Fall River, Warren & Providence. These corporations represent almost every conceivable form of railroad existence: some are very wealthy, others are very poor, and yet others are bankrupt; some pay dividends, but many do not; some are through-roads, others are local branches; some run between large cities and through a level and densely populated region, others are constructed through broken and sparsely settled districts; some find their profit in carrying passengers, others in carrying freight, and yet others in the two combined; some derive a large income from the suburban travel of those holding season-tickets, others have scarcely any local travel at all. To take such a system as this and to apply to it one hard, unyielding law of charges, would be an experiment which the members of this Board

are not prepared to recommend. In their opinion it would be not only wrong in principle but impossible of application.

It remains to consider the expediency of special laws regulating in detail the charges of particular roads; and general laws classifying roads, and regulating charges in accordance with such classifications, discriminating for all possible differences of condition or vicissitudes of traffic.

The precedents for special laws regulating in detail the charges of certain roads to which alone they are applicable are very numerous in European legislation. They have, however, by no means resulted advantageously. Of them the Parliamentary committee of 1872, says: "Legal maximum rates afford little real protection to the public, since they are always fixed so high that it is, or becomes sooner or later, the interest of the companies to carry at lower rates. The same thing is true of terminal charges. The circumstances are so various and so constantly changing that any legal maxima which might now be fixed would probably be above the charges now actually made, certainly far above those which will hereafter be made. Indeed, attempts made in 1861 and 1866, to fix a maximum for terminals broke down, because the only maximum that could be agreed upon was so much beyond the charge then actually made to coal-owners that the coal-owners feared it would lead to a rise in that charge." *

And again—"The attempt to limit rates and fares by the principle of fixing a maximum has almost always failed in practice, and is almost always likely to fail, for the simple reason that the Parliamentary committees and authorities, by whom such limits are decided, cannot do otherwise than allow some margin between the actual probable rate, as far as they can forecast it, and the maximum rate; and cannot foresee the contingencies of competition, of increase in quantities, of facilities or economy in working, or of alteration of commercial conditions, which may occur in the course of years after such limits have been arranged by them." †

* Report of Select Committee on Railway Companies Amalgamation, p. xxxiv.

† Report of Captain H. W. Tyler to the Secretary Railway Department—Board of Trade;—Report of Select Committee on Railway Companies Amalgamation, Appendix N, p. 829.

The result of thirty years of successive and wholly abortive effort in this direction in England has been that Parliament has at last settled down in the conviction that the development and necessities of trade in practice always have nullified, and inevitably must nullify the provisions of special Acts, no matter how carefully and skilfully they may be prepared. This, too, has hitherto resulted from common consent, all parties recognizing the fact that these enactments did not possess the flexibility absolutely requisite to the movements of modern commerce.

In the United States the difficulties in the way of this class of legislation would be infinitely greater than in England. There the several roads are at least, throughout their entire lengths, under the control of one central legislative power. In America this is not the case. Few roads of any importance lie wholly within the limits of any one State, and the process of consolidation is rapidly reducing the number. Practically, in every case, the laws of any one State apply only to the segments of an entire line. The real seat of an existing grievance is often therefore a thousand miles removed from the point where it makes itself felt, and where the remedy is asked for. Were these difficulties all removed, the most serious difficulty of all would still remain. To be done successfully, this work must be done very thoroughly and very intelligently; those having it in charge must be thoroughly informed on the whole theory and practice of transportation by rail, and fully alive to all its fluctuations and vicissitudes. The labor involved, if the laws were to remain anything more than dead letters on the statute book, would consequently be enormous, and any Legislature which undertook it must not only remain in continuous session, but must contain within itself an unusual proportion of railroad experts. Under any other conditions, the experience of Great Britain would but repeat itself.

The only other method of dealing with the subject which suggests itself is through general laws classifying roads and regulating charges, in accordance with these classifications, in such a way as to allow for all probable differences of condition or vicissitudes of traffic. This is the plan now most in favor in this country, and a number of attempts have been made to devise a satisfactory form of law to meet the case. One of these has been placed upon the statute book in Illinois, and

others have been prepared and submitted to the Legislatures of other States. It is impossible to speak certainly of such a system in advance; but the Commissioners are unable to find in it anything which has not been repeatedly tried with unsatisfactory results elsewhere. It is the English measure of maximum special rates generalized so as to cover the case of several corporations instead of one. It would appear that the more such measures are extended in their operation the more complex they become, and the greater must be the difficulties in the way of their successful operation. Whatever weight attaches, therefore, to the experience which has been earned respecting the simpler and earlier experiments, attaches in a yet greater degree to the more general and complex. The Legislatures undertaking to deal with the subject have but a partial jurisdiction over it; under the effect of competition the laws intended to be applicable only to roads of one class, become applicable to those of another; there is no discrimination as regards special requirements either of localities or of corporations, provided they fall within the lines of classification, and a passenger road may find itself put on the same footing as a mineral road; it is almost an impossibility that any measure could be framed at once sufficiently precise and sufficiently flexible to meet the requirements of so complex a system, and, even were it possible to frame it, it is extremely improbable that it could pass the ordeal of any legislative body.

The final difficulty with all legislation of this class is its excessively dangerous and politically corrupting tendency. It forces the corporations, whether they wish to come there or not, into the lobby of the Legislature and the rooms of committees and commissions. They are forced there for the protection of their interests; for the essence of the system is, that certain persons, whether the Legislature itself or officials designated by the Legislature, have devolved upon them the responsibility of establishing the revenue of property belonging to others. The Commissioners have grave doubts as to the success of any effort at the regulation of the railroad system, which practically effects a separation between the ownership of a railroad and its management.

Entertaining these views as the result of their investigations, the Commissioners have not thought it expedient to report any

bill or form of law in which it would be apparent that they themselves entertained little confidence. It is unnecessary to add, however, that should the Legislature or the Joint Committee on Railways arrive at a different conclusion as to the expediency or practicability of legislation of the nature of that under discussion, the members of this Board will contribute every assistance in their power, towards maturing an effective measure.

FOREIGN RAILROAD SYSTEMS.

The experience of other countries in relation to their several railroad systems has frequently been referred to in the discussions of the last few years. As the statements made have generally been vague, and often erroneous, and as correct information on this subject is very important as throwing light on some of the most difficult problems which the American people are now undertaking to solve, the Commissioners submit the following general description of the leading railroad systems of Europe and the policies in regard to them of the several countries to which they belong.*

Great Britain.

The English railway system more nearly resembles that of this country than any other in Europe. It grew up on the principle of independant corporate existence, free of government control. A special charter has always been granted by Parliament for the organization of every company, and the various changes through which the several corporations have passed have all been made subject to Parliamentary approval.

No where has the system of special legislation been more persistently followed, and nothing, it may be added, could have been more complete than its failure. As the result of forty years of experience, reviewed in the recent elaborate report of the Joint Committee on the Amalgamation of Railways, it may be said, that the English legislation, has neither accom-

* In preparing this portion of their Report, the Commissioners have freely availed themselves of the information contained in the paper of Mr. W. R. Malcolm, Assistant Secretary, Board of Trade of Great Britain, submitted to the select committees on Railway Companies Amalgamation, and printed in Appendix I (p. 782) of their Report. In many cases they have adopted, without further acknowledgment, the language of Mr Malcolm.

plished anything which it sought to bring about, nor prevented anything which it sought to hinder. The expense incurred by the various companies in securing the legislation they desired and in conducting their Parliamentary contests was almost incredible, and was estimated, many years ago, at a total of \$375,000,000 up to that time, or one-quarter part of the cost of the whole railroad system. At first Parliament relied upon tariffs of rates, which were inserted in the charters, to regulate charges on the several roads. Under the practical operation of the system of transportation by rail, these have rarely proved efficacious. Subsequently to 1840, a theory prevailed that these restrictions were unnecessary, as "an enlightened view of their own interests would always compel managers of railroads to have due regard to the general advantage of the public." The recent committee report that experience has demonstrated that this is true "only to a limited extent." Competition between railroad companies was next relied upon, and charters were freely granted. This took place in 1844, but the committee now report that "competition between railways exists only to a limited extent and cannot be maintained by legislation." Provision was then made by an elaborate law, very similar to the ten per cent. purchase law in force in Massachusetts (Gen. Stat., ch. 63, § 138), for the ultimate assumption of the railroads by the government. The committee now report that "the terms of that Act do not appear to be suited to the present condition of railway property, or to be likely to be adopted by Parliament, in case of any intention of Parliament at any future time to purchase the railways."* The over-competition which had been stimulated then led to a rapid consolidation of competing roads. This excited the utmost alarm, and Parliament for many years persistently attempted to check it; the committee now report that "this process has not brought with it the evils that were anticipated," but that in any event it is impossible to prevent it, and equally impossible "to lay down any general rules determining its limits or character." Many Acts were passed regulating the rates at which the poorer classes should be transported;—the committee now find that "the ill success of this attempt may well justify hesitation in entering upon

* Report on Railway Companies Amalgamation, p. 1.

further general legislation of the same kind." Finally this committee, as the result of a most laborious and thorough investigation, pass in review all the various panaceas for railroad abuses which are annually introduced as novelties into the Legislatures of this country; they find "equal mileage rates impracticable and inexpedient"; "a revision of rates and fares founded on cost and profit impracticable"; a maximum scale of terminal charges could with difficulty be determined and would result in "little if any gain to the public"; immediate reduction of rates and fares by law, "even when practical, cannot be looked on as permanently effectual"; "the periodical revision of rates and fares," they find "impracticable without some standard of revision," any basis for which they confess themselves wholly unable to suggest; the revision of rates and fares founded on a limitation of dividend to a fixed amount, they conclude is "undesirable in the interest of the public."; the revision of rates and fares founded on a division of profit above a certain amount between the companies and the public, they find to be attended in Great Britain, "with great, if not insuperable difficulties."* And, to conclude all, the committee, as a result of its labors, suggested little more than the organization of a Railway and Canal Commission, which should consist of not less "than three persons of high standing, one of whom should be an eminent lawyer, and one a person well acquainted with railway management," and the plan of which was apparently suggested by the existence of a similar board in this State.†

In conclusion, it may be stated, that the government of Great Britain takes no part in the active management of railroads, but has always persistently endeavored, by Acts of Parliament, to regulate or direct the development of the system, as well as many of its working details. In these attempts it has been uniformly unsuccessful, and the fact is now recognized. Meanwhile a very rapid consolidation of existing independent lines is taking place, which Parliament no longer endeavors to prevent; partly because the process, so far as it has yet gone, has failed to develop the evils anticipated, and partly because the tendency has shown itself too strong to be resisted. Six compa-

* Report, &c., pp. 1, li.

† Report, &c., pp. xlix, 594, 605, 814. Questions 6149-50, 6369-78.

nies now control more than half of the railroad system of Great Britain, and leading government officials openly express it as their opinion that the time is near at hand when the railways will manage the State, or the State must manage the railways.* Accordingly, an increasing party of experienced men, wholly abandoning all further efforts to modify or control the system by Parliamentary action, are urging on public attention the assumption of the railways by the State, as the telegraph system has already been assumed.

But this question Parliament is not yet ready to enter upon, and it is consequently referred to as "a state of things which may possibly arise."†

Belgium.

The policy pursued, as regards its railroad system, by the government of Belgium, has been a variable one. The earliest lines were undertaken in 1833, as public works. Subsequently the government, having occupied the principal and most remunerative routes, did not itself proceed further, but allowed private companies, organized under what were called concessions, which were very similar to the English charters, to go on with extensions.

These concessions were made for a term of ninety years, at the expiration of which time the railway, with all its rolling-stock, is to become the property of the government; which is bound, however, to pay an appraised value for the rolling-stock. The government also reserves the right of buying back the concession at any time upon the payment, for the unexpired portion of the term, of an annuity, to be computed on the basis of the average net receipts during seven years immediately preceding the retaking.

The private companies organized under these concessions, received no subsidies or assistance from the State, except in certain isolated cases in which loans were made to them, subject to repayment. They owned and operated their several roads much as the corporations in Massachusetts do theirs. Meanwhile the State lines, holding the centre of the country and intercepting the main routes of communication, necessarily re-

* Report, &c., pp. 676, 731-2. Questions, 7179-7734, 7741-2.

† Report, &c., pp. xxxi.

ceived great benefit from the further development of the system in whatever direction it took place. Under this arrangement, in 1850, the State held sixty-four per cent. of all the railroads then in operation, and the private companies thirty-six per cent. In 1860, however, the proportion had changed, the private companies holding sixty-seven per cent. while the government had but thirty-three. In granting its concessions the government did not follow any plan of districting or dividing the country among the private companies, or guaranteeing any monopoly to them;—on the contrary, it not only reserved but freely exercised the right of authorizing competing lines. From this policy there resulted a competition between the State and the corporation lines, which, as consolidation of the two was impracticable, led to a system of permanent cheap transportation.

Meanwhile, about 1860, the numerous small independent companies, finding themselves pressed by this vigorous competition, began to unite among themselves, until they formed large trunk lines and associations powerful enough to hold their own against the government, and to compete with it on equal terms. In order to maintain its preponderance, the government was thus compelled to develop its system. It did so, both by constructing and leasing additional roads, until, at the commencement of 1872, of the whole Belgium railroad mileage (2,015 miles), ten private companies, operating from twenty to six hundred and fifty miles of road each, controlled about fifty-eight per cent. of the total, and the government controlled the remaining forty-two per cent.

The maximum rates of fares and freight which the private companies may charge, are here, as in England, regulated by tariffs inserted in their original concessions. Operating within this maximum the corporations are free to make what profit they can. Dividends are in no way limited, nor is any provision made for a reduction of charges in case of unduly large profits being realized.

Theoretically, within the maximum rates, each company is allowed, with the consent of the Minister of Public Works, to raise or lower its charges, provided that it does so in a perfectly general manner, and without individual preference of any kind, and after due public notice. In practice, however, little

attention has been paid to these restrictions, and the terms of the formal tariff of charges have not been put in force. The companies both raise and lower their rates at discretion, and give special rates for carriage of merchandise.

The only matter in which the government interferes formally with the administration of the railways, is in questions of safety and police; to supervise these they have a department, which has officers in different parts of the country, but, save in this respect, the officers have no power of interference, and, except with regard to the guaranteed lines, there is no power of supervising or compelling the rendering of accounts.

Competition is effectually killed in Belgium, but at the same time, the difficult questions of special contracts, through rates, traffic arrangements and running powers between connecting roads have been solved, while the service is performed at rates which are satisfactory to the public. There can be little doubt that this has resulted from the action of the government, though circumstances, in some degree fortuitous, tended to force an active policy upon the government. Since the consolidation of the companies, the history of any railway question in Belgium has, indeed, been the history of the State, acting, as the richest and most powerful company, against other companies, competitors for its traffic and not greatly its inferiors in power, who were dealing upon equal terms with it. One effect of this was to compel the government, when pressed by the competition of its rivals, to seek for traffic through the methods pursued by them. It began to work upon "commercial principles." In order to get business on to its lines, it made special contracts and special tariffs; and it sustained a severe competition, the result of which was, in some cases at least, a joint-purse arrangement, under an agreement with its adversaries. Yet the State, acting as an independent company, has been able to make bold experiments, and by the mere force of its example to coerce the private lines into following its lead. At the same time there is at least room for doubt, whether, if it had not been for the pressure of competition, the State would have been so active.

The measures of the government have been most vehemently criticised by the private companies, who have complained that their property was being unjustly depreciated by the lowering

of tariffs, made without sufficient cause and upon unsound principles, but which, from their position, they were in whole or in part compelled to adopt. The government, however, having the public purse to back it, being supported by public opinion and having a dominant position from being owner of the best, or nearly all of the best lines, had no need of any further power to control the private companies, when once it began to act in earnest, and hence, though always acting on a footing of equality in matters of rates, facilities or purchase, it has been able to lead or drive the companies to adopt its principles without putting in force parliamentary powers or having recourse to anything but the moral influence of its position. It is almost a necessary consequence that this state of things should end in the dominant party taking the whole of the lines. There has been a period when the parties were equal, and when it may have been a question which would absorb the other. At the present moment the position is one of agreement, in which competition is put an end to, by settling every question of rates, routes or facilities, upon principles mutually accepted. The whole of the lines will, however, probably pass into the hands of the State. For, in spite of the hostility and criticism of its opponents, the government has been able to carry through its measures, and has made a fair financial success, inasmuch as the last year will probably show a net return of six per cent. upon the invested capital.

France.

The French railroad system was not begun so early as that either of Belgium or of Great Britain. Nine great lines were organized under the reign of Louis Philippe in 1842, seven of which were intended to connect Paris with the frontier countries or the sea-board, and two were provincial roads. This condition of things lasted until 1859, when a new arrangement was effected by the government, through the consolidation of existing lines, by which France was in effect partitioned out among six great companies, to each of which a distinct territory was allotted. In consideration of this arrangement each of these companies undertook the more complete development of the railroad system within its district. Subsequently this burden was found greater than the companies could bear, and recourse

was had to the State for assistance. This the State granted on the following conditions : The lines of each company were arbitrarily divided into two systems, known as the new and the old ; —the old system (*Ancien Réseau*), as a general rule, included the existing lines, which were the more profitable ; the new system (*Nouveau Réseau*), included the additional lines, the construction of which was considered necessary. The government guaranteed a certain rate of interest on the securities issued to build the latter system, which the companies undertook ultimately to reimburse. Subsequently, in 1865, the system was further modified by the introduction of a new principle, under which the departments and towns were empowered themselves to undertake, or to authorize others to undertake the construction of local roads within their jurisdiction. Through the ultimate consolidation of these local lines within the districts apportioned to the great companies, this principle may lead, by the introduction of competition, to important modifications of the whole existing railroad system of France. As yet, however, only some 150 miles of such local roads have been constructed, though the tendency towards their increased construction is very decided.

The connection between the government and the railroads of France is very close. Though the government has not actually worked railroads, as a financial partner and endorser it has always exercised a close supervision over them. The concessions, as in Belgium, are all for a fixed term ; in this case, 99 years ; at the end of which time the roads will revert to the State, which, however, is bound to take the rolling-stock and movable property at a valuation.

The government has also a reserved power to purchase the lines at any time after the expiration of fifteen years from the date of the original concession on the payment of an annuity for the unexpired portion of the 99-year concession, which is calculated, in much the same way as in Belgium, on the average profits of the seven years previous to the act of taking. There is no guarantee of dividends by the government, nor any pecuniary liability other than that referred to in connection with the "new system" ; and there is no provision made for the reduction of charges in consequence of the payment of dividends in excess of a given rate, though, by virtue of special

agreements in certain cases, the government shares in surplus funds available for dividends in excess of 8 per cent.

There is thus, through the system of independent districting, no general competition between railroads in France; nor, in exceptional cases, is it encouraged by the government. Rates and fares are fixed in the case of each company by a tariff of charges which is accompanied by a complete classification of goods and travel. The rates are *maxima*, but here, as in Belgium, considerable power is left with the companies as regards reducing rates and making special tariffs. Very great use has been made of this power by the railway companies to make differential tariffs, special tariffs and through-rate tariffs, subject, however, to the following conditions:—That the consent of the government must be obtained to any change in the rate which affects the original basis of the tariff;—that public notice must be given of the intended change, extending to one year if the rate is to be raised, and one month if it is to be changed in any other way;—and, lastly, that every tariff shall be general in form and applicable to every one. The last condition, which is aimed against the practice of making special contracts with individuals, at one time very prevalent in France, is strictly insisted on.

In practice, the goods charges of the French companies are established upon the basis of a differential rate, graduated according to quantities and distance; and special tariffs at reduced rates are conceded wherever it is necessary, as, for instance, to enable a company to meet water competition. The question of differential rates has in former times been much debated and opposed in France, but it is now so generally recognized and adopted as to be beyond the range of discussion. No one would at the present moment seriously entertain a proposal to enforce equal mileage rates throughout the country. The companies, however, do not all adopt the same basis, nor does the same company adopt one uniform basis throughout its whole system. In the application of the special tariff there is one condition rigorously insisted on, to the effect that where a rate is fixed for any station no intervening place shall be charged a higher rate for the same service.

The companies have, under the terms of their tariffs, complete running powers over one another's lines, or, as it is expressed in Massachusetts, the right to enter and use, upon

payment of the prescribed tolls. Practically, however, they have adopted, by agreement with one another, the same system as in Belgium, by which the cars of one company are allowed to pass freely over the lines of another; the second company being bound to pay to the former a small sum for use of rolling stock, and to receive in return its mileage proportion of the rate. It does not appear that any serious difficulties are experienced in relation to facilities held in common between companies. Where they do arise, if they are between one company and another, as, for instance, in regard to the control of a common station, or the proportion to be paid for the use of a common line, they are settled by a special tribunal in the nature of a board of railroad arbitration. If they arise between a company and a private individual, as with respect to the non-forwarding or non-delivery of goods, recourse is had to the ordinary law courts. The decision of any question as to the right of any company to run its engines and cars over the lines of another is expressly confided to the government, while an article, following the general law on the subject of ministerial decisions, reserves the ultimate appeal upon any disputed point as to the execution or interpretation of the clauses of the concessions and tariffs to the Council of State. Other matters of graver importance which come before the government are referred to the Central Railway Commission, and decided there.

The whole system of railway management and railway control in France is the furthest possible removed from the principles followed in America. The lines to be constructed have been under the supervision of the government. Every passenger time-table, and every freight tariff is submitted to the government, which has a complete system of surveillance, with agents in every principal station of the country. The accounts of all the companies are open to the inspection of the government, which makes a yearly examination of them. The government has also the right to make orders on all matters which affect the public safety, and this right is construed in the most liberal manner. Some years since, for instance, there was found to be an undue accumulation of goods in the railway stations, arising from the exercise by the consignees of their acknowledged right to leave the goods there; the government thereupon made an order that the companies might cart away all goods not removed

within a certain time, and seem to have based their decision upon the ground that it was necessary for public safety that the stations should not be choked, as otherwise the trains would be delayed upon the lines. Though there seems to have been some disposition at that time to question the power of the government in the matter, it was admitted, and another similar order was made during the year 1872. The country, moreover, is one where the great amalgamations have been long since carried into effect, where the companies do not profess to compete, and where their relations with one another are on the whole most friendly. Lastly, the *esprit de corps* among the railway managers, their relations to the State and the power of the State to decide authoritatively differences arising between them, or upon the interpretation or execution of their tariffs, tend to produce harmonious working throughout the railway system. The publicity which is enforced as to the classification of goods, the amount of the rate, the distinction between rates and terminal charges, and between these latter and the charges for carting, must also be of great assistance in preventing disputes between the companies and the freighters.

Germany.

The railway system of Germany was originally constructed under a system of concessions to individuals very similar to that which has been described in the case of France and of Belgium. In the earlier days of railroad development, the principle of competition was distinctly renounced and, indeed, the construction of competing lines was expressly forbidden by law. This, however, proved a great impediment in the way of railroad development, and the law has recently been repealed. The concession is usually limited to 50 years; but, in Prussia, power has also invariably been reserved for the government to repurchase any railway after 30 years upon the payment of an indemnity, to be computed at twenty-five times the average annual dividends of the five years previous to the taking.

The assistance of the State has been freely given to the construction of railroads, sometimes in the form of a subsidy, at other times through a guarantee either of interest or of dividends, while, in yet other cases, the State has taken an interest in the enterprise and as a shareholder receives its part of the profits. The Prus-

sian government also owns and itself works nearly one-half of all the miles of railroad in that country.

The railway companies of North Germany enjoy greater freedom in relation to their tariffs of freights and fares than those of France or Belgium. No maximum rates are fixed in the concessions, and the complicated general rules laid down by the government for the ascertainment of charges have not in practice been applied. Subject to the obligation of giving public notice, the German railway companies make considerable use of this power to vary rates. The opponents of the railway system, indeed, allege that they do so to an unwarrantable extent, so that it is difficult to follow the changes. The tendency, however, seems to be in the opposite direction, towards the adoption of a uniform system and a uniform tariff throughout the Empire. Some progress has already been made in this direction through the formation of the companies into unions for the purpose of settling freights and fares, and making arrangements for traffic. This process, which was rendered almost necessary in former years, when Germany was divided into small states, has been found to produce good results, and at the present moment the imperial officers are considering as to the means of applying it throughout the Empire in pursuance of the articles of the constitution recently adopted.

Clauses have also been introduced into recent concessions, which oblige the company not only to notify their tariffs to the government, but also to obtain the government sanction for them. Special contracts made with individuals are not permitted, but special tariffs, upon the principle of those of Belgium and France, are not uncommon; and, as in those countries, it is conceded that, for special purposes or to meet competition, special arrangements may be made, subject always to the obligation of publication. It seems also to be allowed that this principle may be carried to the length of conceding advantages to persons who send goods in large quantities, over those who only furnish small lots. In later concessions, a clause has been introduced to the effect that the lowest differential tariff shall be higher than any one of the intermediate rates, so that a shorter distance should not be charged a higher sum than a longer one. It is allowed, however, that this clause may be subject to modifications in special cases, as, for example, in the case of goods in transit

where sea competition has to be met. A reduction of rates for a special service is, on the whole, regarded with favor by the government, as it is thought to tend towards producing a general reduction for the transport of the same class of goods throughout the country.

For the purpose of informing the public of the rates in force, handbooks are published as in France, by private individuals. These books give the mileage between the principal stations, the categories of goods in force on each railway, the rate for each category calculated from the general tariffs, the classification of goods adopted on each line, and any special tariffs in force.

As regards the through business between connecting roads there is nothing in the civil law to compel companies to make combined rates, but in practice it is commonly done. There are various enactments which bear more or less closely on this subject, while the new constitution of the German Empire lays it down that all the railways of the country are to be administered as part of one uniform net-work, and makes it incumbent upon all railway companies to make arrangements for the proper exchange both of goods and passenger trains with one another.

The enactments of the law are wide and general in form, but they are supplemented by the ministerial decrees. These are extremely minute and detailed, making regulations with respect to all kinds of matters, from the manner in which through rates are to be calculated down to the number of brakes to be employed on each train. It is this power of the executive which has so considerable an influence in German railway affairs. Starting from the principle that the state has a right to make regulations in all things which concern the public interest, it has assumed the right of acting in nearly every direction until, in practice, the opinion of the minister is able to make itself felt on almost any point. The grounds of this power are, first, the right of supervision which the state claims in the public interest; secondly, the actual pecuniary interest which the state has in the railways; and, thirdly, the right of appointing an officer, called the *Bahn-Commissarius*, or Government Director, for each company, through whose means the supervision can be made effectual.

In conclusion, therefore, it would appear that the same principle is enforced in North Germany as in France and Belgium,

of giving publicity to every charge that is made for carrying goods, whether in the form of a general or special tariff, and of requiring that the classifications of goods, the terminal and other charges shall be made known. But the liberty which was allowed by the old law to the companies in settling these matters without the approval of the executive being required, and without even the necessity for the basis of the charges being set out in their concessions, has produced great complexity in the matter of tariff; and there are also complaints that the different descriptions of railway companies, their rivalries and jealousies, have prevented the railway system from being worked as harmoniously as it should be, while at the same time, in certain quarters, there is a demand for increased competition, especially through the maintenance and development of independent water-carriage. It is also evident that the means to which recourse is had in Germany for redressing the two evils of want of uniformity in tariff and want of harmony in working is the power of the executive government, and that the government has recognized the desirability of reform in these matters, and is taking active measures to bring it about. The consolidation of the Empire and the adoption of the principle that railways are a matter of imperial interest, brings the whole system under one jurisdiction; while the introduction of special clauses into the concessions, the institution of the Government Director with the extent of power claimed for him by the government, and apparently admitted, and lastly, the authority of the state in all matters of public interest, coupled with the immense moral influence of the executive in Germany, put it in the power of the government to carry into effect such measures as it thinks fit.

Conclusions.

As a result of the foregoing descriptions of the leading railroad systems of European States, and of their own additional investigations, the Commissioners submit the following inferences :—

First. The connection of each system with the government of the country to which it belongs insensibly partakes of the characteristics of the institutions and people of that country. In America and in Great Britain it is Parliamentary or legislative; in Belgium it is directly administrative; in France it is super-

visory and paternal ; in Germany it is bureaucratic or ministerial. It is extremely dangerous, therefore, to draw any inferences as to the probable result of the adoption of the railroad system of one country by another, as it is not generally practicable to adopt the whole governmental system at the same time. Parliamentary governments, for instance, are apt to be administratively weak, for the obvious reason that the regulation of administrative details is wholly outside of the legitimate province of the legislative department, which, in those countries, almost invariably attempts to assume it. Very perfect laws may be enacted but they do not necessarily contain in them any inherent executive force. A country, therefore, with a weak or unstable executive, or one which is subject to the fluctuations of popular election, can rarely assume with success the functions of a bureaucracy or an imperialism. To enable it to do so, the executive functions must be largely developed, as in the case of the Belgian, the French and the German governments, at the expense of the legislative or popular influence. Great latitude as regards execution and application of the laws must be delegated to those entrusted with their administration.

This consideration, in so far as it is sound, must militate strongly against the successful adoption in this country of the essential features of the railroad systems of Europe. In none of the Continental countries has legislation more than a very subordinate bearing on the connection of the government with the railroad system ; it is almost entirely a matter of minute administrative regulation.

Second. As a practical result the Commissioners are unable to say that their investigations have led them to believe that either the continental or the British railroad system possesses advantages over that of this country. Theoretically the continental railroads may work with somewhat less friction, but, looking at the grand results accomplished, the rapid progress of development, the energy and economy of management and the sum of the services rendered to the public, and it is not clear that the individual corporate systems of either this country or Great Britain, however irresponsible, crude or chaotic they may appear, have proved less serviceable than those of the other countries described. On the contrary, leaving the case of Belgium out of the discussion, in regard to which question

may fairly be made, the inference would seem to be, that, in the respects referred to, the railroads both of this country and of Great Britain are decidedly in advance of those of continental Europe. The latter are more carefully supervised, but they have less of individual energy.

In fact there is in some respects a striking similarity between the Anglo-Saxon railroad organization and its political institutions. In both cases they are natural growths; the results of public needs and private action; showing little that can be called system of development and certainly no marks of one creating hand. All that can be said of them is, that practically they work well and accomplish surprising results. The continental systems, like the continental governments, are more symmetrical,—more the result of a plan, and almost invariably show the marks of some creative individual mind; but in their practical working it is questionable whether the one or the other accomplish the ends for which they were designed better than, or even so well as those of Great Britain or America.

Third. The tendency towards consolidation, or a more thorough unification of railroads, is very manifest in each of the systems which have been described. It would seem to be a universal and necessary law of their growth. In Great Britain, as in this country, the tendency at one time excited great public alarm on political considerations, but Parliament found itself wholly unable to check it. In Belgium the government seems to have made no effort to check it, while in France and Germany the policy has been to encourage it.

Nor is this tendency in any way confined to connecting lines, leaving competing lines still independent. On the contrary, while on the continent of Europe little regard has ever been had for the principle of competition among railroads, in Great Britain, where the system was founded upon it, the great railroad questions of the day relate almost wholly to the amalgamation, as it is called, of competing organizations. Public opinion seems there to be convinced that no effective check can be put upon this tendency, and it is moreover inclined to suspect that the apprehensions hitherto felt upon that subject have partaken rather of the nature of an unreasoning panic than of a well-considered judgment. The evidence, indeed, published

at great length in the "blue books," seems to be almost conclusive that positive benefit rather than injury has there resulted from amalgamation, so far as it has yet gone. Not only have the evils anticipated not resulted, but it would seem that the public has invariably been better and more economically served by the consolidated than by the independent companies. The larger companies employ abler officers, and seem to be managed more on the system of great departments of commerce, and less on that of lines of stage-coaches; the time and attention of those officers are not mainly absorbed in questions of corporate hostility, and the money of the companies is wasted in a somewhat less degree in warfare with each other; there is, in fact, far less of friction in the work of transportation, and far more of system. Finally, as regards the community at large, it is found that large companies can be held to a closer responsibility than small ones. Their prominence enables public opinion to concentrate upon them,—they are more closely watched, and held to a stricter account.

Whether desirable or not, however, the governments of Europe would seem to have concluded that consolidation is a necessary phase in railroad development through which the system must pass. In what it is to result is not clear. It may result in the assumption of railroads by the governments; or in the existence of vast regulated and supervised monopolies, over which government will exercise a close supervision. A tendency in each of those directions now exists among the systems which have been described. The same irresistible progress in consolidation is also very apparent in this country. Whether it can be held in check, or satisfactorily regulated here through the appliances which have failed in Europe, remains to be seen.

Fourth. Meanwhile, among the systems which have been described, and in view of the peculiar conditions attaching to the institutions of America, the Belgian system is the only one which apparently offers features worthy of careful consideration, with a view to their adoption as a part of the policy of this Commonwealth. This arises from the fact that the Belgian system owes its success not alone to skilful administration on the part of the government,—in which respect the States of this country are essentially and neces-

sarily weak,—but its success is in yet greater degree due to the fact that the essence of its system is competition. Not the competition which alone is known in this country between two or more organizations which may at any time combine, and are certain ultimately to do so; but the competition of two forms of ownership, between which combination is necessarily impracticable,—ownership by the State and ownership by the private corporation. By controlling a portion of its railroad system the State is in this way in a position to regulate the whole; for it is out of the question that two distinct scales of railroad management as regards the public should long exist side by side in one country. The success or failure of the one in its operations cannot fail to dictate the policy of the other. Through this mixed ownership, also, the two classes of roads, brought in constant and glaring contrast, continually keep each other up to a high standard; the success or shortcomings of the one telling immediately upon the other. This is what has actually happened in Belgium, with the results which have been described.

Should the people of Massachusetts desire to profit by the remarkable experience of Belgium, and attempt a similar experiment, an opportunity is at this time afforded them for so doing in the organization of the line soon to connect Boston with the West by way of the Hoosac Tunnel. The subject has been dwelt upon at length in the previous reports of this Board, and it is unnecessary for the Commissioners at this time to more than refer to the recommendations made heretofore.* A large portion, and the most expensive portion of this line now belongs unreservedly to the State, and the rest could be acquired on terms which would enable the State at any time to dispose of the entire property in such a way as to insure it against loss. The connected line will soon be organized on some permanent footing, and the question must then be decided whether Massachusetts is to enjoy two nominally competing, but really combining avenues of Western trade, or whether she will attempt to control competition through the possession herself of one really competing and regulating thoroughfare.

* Second Annual Report (1871), pp. 46-70. Third Annual Report (1872), pp. 174-7.

It is, perhaps, as bearing upon this question, rather than upon the attempt to regulate, through complicated Acts of legislation, the fares and freights of roads controlled by private corporations, that the experience of other countries might prove most valuable to Massachusetts.

CHAS. F. ADAMS, JR.,
A. D. BRIGGS,
FRANCIS M. JOHNSON,
Commissioners.

A P P E N D I X.

APPENDIX A.—Receipts of Grain in Boston for Five Years.

	FLOUR—BARRELS.					CORN—BUSHELS.				
	1868.	1869.	1870.	1871.	1872.	1868.	1869.	1870.	1871.	1872.
Boston & Albany Railroad, .	646,684	728,846	864,380	802,365	750,176	376,868	1,031,322	760,713	1,674,201	1,888,615
Northern Railroad, .	53,060	65,107	78,705	99,700	86,042	77,145	288,955	500,744	151,295	157,572
Fitchburg Railroad, .	34,211	24,874	52,865	61,451	53,597	29,862	64,007	108,964	118,960	71,718
Grand Junction, .	—	—	—	88,526	98,676	—	—	—	1,212,344	3,001,844
Total by railroad from West,	733,955	818,827	995,950	1,052,042	988,491	483,875	1,384,284	1,370,421	3,156,800	5,119,749
Boston & Maine Railroad, .	16,515	18,238	17,534	14,784	9,098	1,574	896	5,129	3,298	3,198
Providence Railroad, .	88,683	61,281	51,339	31,159	32,537	1,100	632	738	2,406	556
Old Colony & Newport Railway,	6,711	12,544	4,143	6,143	5,286	—	800	2,800	75	1,032
Portland Steamer, .	53,992	40,284	19,787	30,126	32,021	2,695	—	7,086	2,212	2,432
New York Steamer, .	307,812	271,635	288,946	281,135	238,748	68,921	2,356	5,812	23,192	22,828
Baltimore Steamer, .	131,961	72,656	169,184	171,175	162,052	71,328	167,329	119,323	30,314	69,354
Philadelphia Steamer, .	25,013	3,699	14,310	1,891	4,105	100,441	70,606	180,061	24,836	57,533
New Orleans Steamer, .	15,213	6,952	—	—	—	205,701	17,231	—	80	—
Sail Vessels, .	54,637	16,190	29,374	12,890	9,411	1,395,399	774,555	535,462	394,890	163,822
Other sources, .	1,190	2,979	64,095	—	—	—	21,271	89,570	—	—
Total from seaboard, .	701,727	506,458	658,714	569,303	493,258	1,847,159	1,055,676	945,981	481,303	320,755
Total from all sources, .	1,435,682	1,325,285	1,654,664	1,601,345	1,481,749	2,331,034	2,439,960	2,316,402	3,638,103	5,440,504

APPENDIX A—Concluded.

	OATS—BUSHELS.					BARLEY—BUSHELS.				
	1868.	1869.	1870.	1871.	1872.	1868.	1869.	1870.	1871.	1872.
Boston & Albany Railroad, .	418,062	721,128	1,001,233	1,675,970	1,780,697	728	12,999	15,970	29,669	37,520
Northern Railroad, .	83,234	260,513	313,629	223,479	187,734	154,535	99,610	205,215	182,256	206,666
Fitchburg Railroad, .	104,737	95,034	361,246	128,217	176,535	42,688	10,014	33,185	14,929	14,545
Grand Junction, .	—	—	—	216,420	239,733	—	—	—	1,957	29,757
Total by railroad from West,	606,033	1,076,675	1,676,108	2,244,086	2,384,699	197,951	122,713	254,370	228,811	288,488
Boston & Maine Railroad, .	55,600	3,109	77,337	1,778	2,496	25,135	26,005	16,753	747	—
Providence Railroad, .	3,593	3,093	2,211	4,152	2,100	—	—	16,581	26,393	35,393
Old Colony & Newport Raily,	—	—	1,504	40	700	—	—	625	—	—
Portland Steamer, .	1,298	352	62,693	6,537	3,653	4,020	13,370	21,875	9,351	11,339
New York Steamer, .	49,481	10,840	2,840	1,028	15,836	—	16,414	6,661	8,228	14,662
Baltimore Steamer, .	22,146	19,637	33,682	53,835	31,370	—	—	—	3,300	—
Philadelphia Steamer, .	8,216	5,476	23,377	8,966	—	1,740	—	—	—	927
New Orleans Steamer, .	6,138	—	—	40	—	—	—	—	—	—
Sail Vessels, .	509,565	294,713	169,394	103,431	—	33,144	57,061	39,803	36,540	—
Other sources, .	—	1,536	50,815	—	26,612	—	5,323	4,248	—	23,087
Total from seaboard, .	656,037	338,756	423,853	179,807	82,767	64,039	118,173	106,536	84,559	85,408
Total from all sources, .	1,262,270	1,415,431	2,099,961	2,423,893	2,467,466	261,990	240,886	360,916	313,370	373,896

[B.] Tabular Statement of Accidents reported to the Railroad Commissioners for the Year ending Sept. 30, 1872.

RAILROADS.	Whole Number In- jured.	Passengers.	Employees.	At Crossings and Stations.	Unlawfully on track or cars.	Children.	Adults.	Fatal.	Not Fatal.	PASSENGERS.				EMPLOYEES.				
										In the Cars.	Dumping on or off or fall- ing.	Fatal.	Not Fatal.	Train Men.	Other Em- ployes.	Coupling Cars.	Falling from train.	Struck by Bridge.
Boston & Albany, <i>a</i>	100	8	62	9	21	3	97	55	45	c1	7	4	4	46	16	30	15	4
Boston, Barre & Gardner,	—	—	—	—	—	—	—	—	—	d4	—	—	—	—	—	—	—	—
Boston, Clinton & Fitchburg, <i>a</i>	12	4	7	—	1	—	12	5	7	—	—	—	—	5	2	5	—	—
Boston, Hartford & Erie,	7	—	6	—	1	1	6	6	1	—	—	—	—	5	1	—	—	—
Boston & Lowell, <i>a</i>	34	6	9	8	11	3	31	22	12	—	—	—	—	6	3	4	3	2
Boston & Maine, <i>a</i>	14	1	4	4	5	1	13	13	1	—	6	1	—	2	2	—	1	2
Boston & Providence, <i>a</i>	24	4	6	2	12	1	23	20	4	e	4	4	—	3	3	2	—	2
Cape Cod,	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cheshire,	1	—	—	—	1	—	1	1	—	—	—	—	—	—	2	1	1	—
Connecticut River,	4	—	3	—	1	—	4	3	1	—	—	—	—	1	2	1	1	—
Eastern, <i>a</i>	34	11	9	2	12	3	31	20	14	—	11	4	7	5	4	2	1	g2
Fall River, Warren & Providence,	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fitchburg, <i>a</i>	12	2	1	1	8	3	9	6	6	—	2	2	—	—	1	—	—	—
Hanover Branch,	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hartford & New Haven,	18	12	5	—	1	1	17	1	17	f12	—	—	12	5	—	1	—	—
Middleboro' & Taunton,	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Monadnock,	1	—	—	—	1	—	1	1	—	—	—	—	—	—	—	—	—	—
New Bedford & Taunton,	3	—	2	—	1	1	2	2	1	—	—	—	—	2	—	—	—	—
New Haven & Northampton, <i>a</i>	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
New London Northern, <i>a</i>	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Norwich & Worcester,	4	—	1	1	2	1	3	2	2	—	—	—	—	—	1	—	—	—
Old Colony & Newport, <i>a</i>	28	2	8	4	14	7	21	15	13	—	2	—	2	5	3	4	2	—

Providence & Worcester, ^a	13	—	7	1	5	2	11	5	8	—	—	—	—	5	2	2	1	1
Taunton Branch, . . .	2	—	1	—	1	1	1	2	—	—	—	—	—	1	—	—	—	1
Vermont & Massachusetts, ^a	1	—	—	—	1	—	1	1	—	—	—	—	—	—	—	—	—	—
Worcester & Nashua, . . .	6	—	2	—	4	2	4	6	—	—	—	—	—	—	2	—	—	—
Housatonic, ^b . . .	3	1	1	—	1	—	3	1	2	—	—	1	—	1	—	1	—	—
Total, . . .	321	51	134	32	104	30	291	187	134	17	34	18	33	92	43	52	27	15

^a Including roads operated by this Corporation.

^b Berkshire, Stockbridge & Pittsfield and West Stockbridge Railroads operated by Housatonic Railroad Company of Connecticut.

^c Thrown down by a detached car striking the train.

^d By collision with freight train standing on track.

^e Several slightly injured by derailment of train at Foxboro'.

^f "Twelve or more" injured by derailment near Springfield.

^g One injured by rod of drawbridge while leaning from side of train.

Tabular Statement of Accidents—Concluded.

RAILROADS.	EMPLOYEES—Con.							AT CROSSINGS.				AT STATIONS.		UNLAWFULLY OR CARELESSLY ON TRACK OR CARS.			
	Collision.	Derailment.	At work on track and run over.	Explosion of locomotive.	Various causes.	Fatal.	Not Fatal.	With gates or flag.	Without gates or flag.	Fatal.	Not Fatal.	Fatal.	Not Fatal.	Walking on track.	Unlawfully riding on cars.	Fatal.	Not Fatal.
Boston & Albany, <i>a</i>	2	—	4	3	4	28	34	8	—	—	—	—	—	917	4	19	2
Boston, Barre & Gardner,	—	—	—	—	—	5	—	—	—	—	—	—	—	—	—	—	—
Boston, Clinton & Fitchburg, <i>a</i>	1	—	—	—	1	5	2	—	—	—	—	—	—	1	1	1	1
Boston, Hartford & Erie,	—	—	—	—	1	7	1	—	—	—	—	—	—	—	3	8	3
Boston & Lowell, <i>a</i>	1	—	—	—	1	4	2	4	—	—	—	2	2	8	—	5	—
Boston & Maine, <i>a</i>	—	—	—	—	1	4	—	1	—	—	—	—	—	11	1	10	2
Boston & Providence, <i>a</i>	—	—	1	—	—	4	2	2	—	—	—	—	—	—	—	—	—
Cape Cod,	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cheshire,	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	1	—
Connecticut River,	—	—	—	—	1	3	—	—	—	—	—	—	—	—	1	—	—
Eastern, <i>a</i>	—	1	1	—	2	6	3	—	1	1	—	—	1	10	2	9	3
Fall River, Warren & Providence.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fitchburg, <i>a</i>	—	—	—	—	—	—	1	—	1	—	—	—	—	—	—	4	4
Hanover Branch,	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hartford & New Haven,	1	3	—	—	—	1	4	—	—	—	—	—	—	—	1	—	—
Middleboro' & Taunton,	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Monadnock,	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
New Bedford & Taunton,	—	2	—	—	—	2	—	—	—	—	—	—	—	1	1	—	—
New Haven & Northampton, <i>a</i>	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
New London Northern, <i>a</i>	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Norwich & Worcester,	—	—	1	—	—	1	—	—	1	—	—	—	—	2	—	1	—
Old Colony & Newport, <i>a</i>	—	2	—	—	1	3	5	—	4	—	—	—	—	10	4	12	2

Providence & Worcester, <i>a</i>	c2	1	—	—	—	—	—	1	—	—	1	—	—	—	2	3	2	3
Taunton Branch,	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	1	—
Vermont & Massachusetts, <i>a</i>	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	1	—
Worcester & Nashua,	—	—	—	2	—	—	—	—	—	—	—	—	—	—	2	2	4	—
Housatonic, <i>b</i>	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	1	—
Total,	7	9	9	3	f13	74	60	16	10	12	14	3	3	—	81	23	80	24

a Including roads operated by this Corporation.*b* Berkshire, Stockbridge & Pittsfield and West Stockbridge Railroads operated by Housatonic Railroad Company of Connecticut.*c* On side-track, by reason of misplaced switch.*e* Two repairing cars on a side-track.*f* Two thrown from hand-car; one blown from lumber car; three falling on track; one getting upon moving train.*g* One suicide.

NOTE.—Comparing the foregoing table with the annual reports of the several railroad companies, it will be seen that the number of casualties reported differs considerably. The whole number reported to the Commissioners at the time of the occurrence was 321; the whole number in the annual reports is 289. The Boston & Albany R. R. Co reported in its annual report 44 less than to the Commissioners; the Boston, Clinton & Fitchburg 6 more; the Boston, Hartford & Erie 13 more; the Boston & Lowell 5 more; Boston & Maine 6 more; Boston & Providence 1 more; Cape Cod 2 more; Cheshire 1 more; Connecticut River 1 less; Eastern 5 less; Hartford & New Haven 16 more; New Bedford & Taunton 3 less; Norwich & Worcester 4 less; Old Colony 2 less; Providence & Worcester 2 less; Housatonic (Berkshire, Stockbridge & Pittsfield and West Stockbridge Railroads) 1 less.

Train Accidents.

The following is a classification of the train accidents included in the foregoing table :—

	No. of Accidents.	Number Injured.	No. Killed.
Collision, head (gravel engine and express freight),	1	—	1
“ rear (passenger, with freight train standing on track),	2	8	—
“ “ (one freight train with another standing on track),	1	—	1
“ “ (by misplaced switch),	1	—	2
“ “ (detached cars striking train),	2	2	—
Derailment, by “wash-out” by high tide,	1	—	1
“ by broken rail,	1	10 to 20	—
“ by horses on track,	1	2	—
“ by herd of cattle,	1	—	2
“ by team at highway crossing,	1	2 or 3*	1†
“ by dumping of a car-load of sand,	1	2	—
“ by empty gravel cars leaving track, and running upon the other track before a passenger train,	1	2	—
Explosion of locomotive,	1	1	2
Parting of train,	1	—	1

* Slightly.

† The person killed was the driver of the team.

Tabular Statement of Accidents on Street Railways reported to the Railroad Commissioners for the Year ending September 30, 1872.

STREET RAILWAYS.	Whole Number Injured.	Passengers.	Others.	Children.	Adults.	Fatal.	Not Fatal.	PASSENGERS.				OTHERS.	
								Getting on or off Cars in motion.	Falling from Platform.	Fatal.	Not Fatal.	Fatal.	Not Fatal.
Lynn and Boston,	1	1	—	—	1	—	1	—	1	—	1	—	—
Metropolitan,	5	2	3	3	2	2	3	—	2*	1	1	1	2
South Boston,	1	—	1	—	1	1	—	—	—	—	—	1	—
Union,	3	1	2	3	—	—	3	1	—	—	1	—	2
Total,	10	4	6	6	4	3	7	1	3	1	3	2	4

* One by collision, caused by one car leaving the track. Was necessarily fatal, by reason of refusal to suffer amputation.

NOTE.—In the Annual Reports of the several Street Railway Companies there appears to have been a total of 75 accidents—65 more than reported to the Commissioners. This additional number is reported by the following-named companies: Lynn & Boston, 7; Metropolitan, 33; Middlesex, 5; Salem, 4; South Boston, 11; Union, 4; Waltham & Newton, 1. Of these, 44 were passengers—2 fatal, 42 not fatal; and 21 others, not fatal.

[C.]

EXTRACTS FROM COMMUNICATION OF A COMMITTEE OF THE CHICAGO BOARD OF TRADE TO THE RAILROAD AND WAREHOUSE COMMISSIONERS OF ILLINOIS ON THE "UNDERBILLING" OF GRAIN.

To the Honorable Board of Railroad and Warehouse Commissioners of the State of Illinois.

GENTLEMEN : — The undersigned were appointed on May 16th, last, by the Directors of the Chicago Board of Trade, to investigate the underbilling of grain when shipped by rail, and to represent the matter to the railroad managers and to your Board.

You are aware that the railroads have uniformly denied the same responsibility for bulk grain which they assume for other freight, and that little or no attention has been paid to the ascertaining of the amount delivered to them at the time of shipment. They have been in the habit, where grain is not delivered to them from elevators, and when the actual weight has not, as a matter of necessity, come under their notice, of billing the grain as "shipper's weight," taking this weight from the statement of the shipper, and giving therefor a bill-lading reading "more or less," or some other equivalent clause. This has opened the door to underbilling until shippers have become habituated to understating, when possible, the amount of grain in each car, and the consequent saving in freight has come to be an important matter in such shipments.

In addition to this, agents have connived at underbilling when they have not been allowed to cut freight rates, and have given preferences to certain shippers by authorizing, or allowing, cars to be loaded in excess of the amount stated on the way-bill.

On our appointment, our first step was to address a circular letter to most of the managers of the railroad lines engaged in the transportation of grain, to which replies were received, recognizing the practice, and its magnitude, and expressing a desire and willingness to adopt some feasible plan for its correction, from the following gentlemen, representing their respective lines :

* * * * *

We then attempted the procuring of statistics by which the fact and extent of the practice might be fully shown, after which we addressed a communication and statement to the railroad managers,

and we hand you herewith a copy of this statement and call your attention to the statistics appended thereto.

You will notice that we mention the results of the practice to be, on the part of the roads, a loss of earnings, and a great risk to their property, and to the lives of the public travelling over their lines. And on the part of the trade, a placing of honest men at a disadvantage; the driving of the trade from those points whence grain can be shipped only at actual weight, and the rendering possible of *over-billing*, when by so doing a dishonest shipper can make the more money; and we further say that the present form of receipt, or bill-lading, for bulk grain is fitted to none of the purposes of commerce, since it is indefinite and binding for the delivery of no fixed amount at destination. In this respect it is in marked contrast with the bill-lading given by common carriers by water, which are definite, and which provide for the delivery at the port of discharge of the exact amount received.

Within a few month some efforts have been made by the roads to discover and prevent this practice, but since these efforts have been accompanied by the former purpose of escaping responsibility for the amount of grain while in the cars, they have been imperfect, and successful only to a limited extent.

Our opinion is that the cure of this, and other evils in the transportation of grain, lies only in the roads being made responsible for the amount of grain actually delivered to them, and being required to deliver the same amount at destination. For this purpose they must be compelled to know what they receive and what they deliver; and there is manifest injustice in their disclaiming responsibility for the care, or wastage, or shrinkage of property which is entirely in their control, and over which the persons on whom they have hitherto thrown the responsibility have no control, and can exercise no care while it is in the hands of the roads.

It may be said that this evil is one which the roads themselves will remedy when they find they are losing money as a consequence. But, meanwhile, the effect upon trade is disastrous, both in the demoralizing element introduced by making honesty less profitable than dishonesty, and by diverting the traffic into new currents. We consider this practice only a new development of the long-standing difficulties attending the transportation of bulk grain by rail. Since we began the investigation of this matter our attention has been called to repeated cases of improper preferences of some shippers over others, both in the amount of freight charges and the giving of priority in shipment; and to the restrictions as to where a shipper shall send his grain, the distance it may be carried by the railroad he is dependent upon, being deemed of greater importance than the profit or desire of

the shipper himself, and this alike regardless of the law or equity involved.

It was been found well-nigh impossible for individuals successfully to combat the ample means of the roads in the legal contests and delays which seem to be necessary in establishing correct principles and practices, and in enforcing existing laws, and we therefore suggest for your consideration the practicability of some combined effort between yourselves, representing the State, and our Board. And since this traffic extends into and between so many States of our Union, we also suggest the possibility of national enactments by which the rights of the trade may be secured with a uniformity equal to and co-extensive with the traffic itself. While there is doubt as to the extent to which the State may regulate this traffic, and also as to the wisdom of congress making any effort at fixing freight rates, there can be no question as to the beneficial effect of a uniformity secured by national laws stating and confirming the general rights of the trade, and the consequent standing in the United States courts of all citizens in cases of infringement of these rights; the authority for these enactments we find in the provision of our national constitution, which gives to congress alone the power to regulate commerce between the States.

Truly yours,

J. W. SYKES,
THOS. WIGHT,
W. N. STURGES,

Committee appointed by the Directors of the Chicago Board of Trade.

CHICAGO, October 22, 1872.

To the Managers and Officers of the Railroad Lines engaged in the Transportation of Grain.

GENTLEMEN:—The undersigned were appointed May 16th, last, by the directors of the Chicago Board of Trade, to consider the matter of the underbilling of grain when shipped by railroad, its results upon the trade, and to endeavor to bring about some correction of the abuse.

Since our appointment we have corresponded with many of you who control and manage the more important of the roads, and have received such assurances of interest in this matter, and of desire to do what may be possible to correct in the best way this practice, that we take satisfaction in laying before you the results of our investigations, and also our deductions therefrom.

We have been kindly favored by merchants engaged in the trade, who have given us access to their books and papers, and from these

we have taken such data as show the facts of the practice, its being other than accidental, and its magnitude. We could present data from merchants to a further extent were it necessary.

In addition to this we have received, from several of you, lists of weights of cars, weighed either in transit or at destination, sometimes weighed at our request, and at other times furnished as the results of weights taken previously.

We are prepared to say, and we expect the statistics so obtained will prove, that the practice prevails generally from points where the roads take shippers' weights; that it is a wilful practice, its object being the reduction of cost by saving in freight, and that, so far as our investigations show, it amounts to an average of fifty bushels of corn, or ninety bushels of oats, per car, which at present rates of freight of seventy cents per one hundred pounds between Chicago and Boston, is not far from twenty dollars per car for that traffic. In connection with this statement, we call your attention to the statistics before spoken of, which we append to this communication, and to the summary of them at the end. While in compliance with the request of those merchants who furnished us a portion of these statistics we withhold their names, we vouch for the statements given us, as in most cases some one member of this committee assisted in taking them from the proper books and documents. Their correctness is amply proved by the results of railroad weighing.

This underbilling prevails on all lines. In all the weighing which has been done by our request, it has been found, except in one case. This was the weighing by the N. Y. C. R. R., of some thirty-five Blue Line cars at Suspension Bridge, which showed no excess. A further investigation satisfied us that these cars were from a large lot loaded at Chicago and Joliet, under circumstances which prevented underbilling, and we do not consider this case as proving that the practice does not prevail on this line. The committee has ample proof that even the Michigan Central Road has no system which is at present able to stop the practice.

Having thus stated the fact, we ask you to consider the causes which have led to it. And in stating them we do not expect you will agree with us fully. We would deem the causes of this abuse of little moment were it possible to cure the evil without considering them. We start out with the broad assertion that *the cause of this practice is found in the natural desire and attempt to obtain satisfaction for unfair treatment by the roads.* While usual care and responsibility is given to, and taken for, all other goods carried by rail, bulk grain has never been cared for satisfactorily, and responsibility therefor has been persistently denied except in extreme cases. Consequently, from the time the shippers' grain has been delivered to the road until it is re-

ceived from the road, all the risks of leakage, of shrinkage, of stealing, and often of the weather, have been his own, and that too without his having the power to look after it and prevent such risks. Cars, after loading, are often allowed to stand with the doors open so that the wet might damage, or shortage occur by theft. After arrival this is repeated. Faulty cars have been furnished; claims for damage and for loss have been ignored, or paid in clear cases after long delay, and at the same time freight demanded on the full amount supposed to be in the cars, whether there or not; the exception to this last being when cars are unloaded at elevators. Shippers have loaded their grain for the East, taken their bills-lading for the full amount supposed to be in the cars, and paid freight on that amount, and on arrival of their property at destination, found it heavily short, and their claims for rebate of freight on the shrinkage and for loss have often been met with the reply, "Not responsible for wastage or shrinkage."

After an experience of this kind what wonder that shippers of grain bethought themselves to underbill a few hundred pounds, enough to cover the average risk of shortage? It was thus the practice began, and to this extent, and for this purpose, no blame can be attached to the shipper. If his cars, on the average, fell short five hundred pounds at destination, why should he pay freight on that five hundred pounds? And as the roads did not weigh the grain, but took shippers' weight for their way-bills, there was nothing to prevent underbilling. But the practice thus commenced for protection soon developed into one for insuring profits. If 500 pounds over the way-bill could be put into a car, why might not 1,000 pounds, and if 1,000, why not 3,000? The competitions of business aggravated the matter. Western shippers who could underbill, and Eastern receivers who desired to reduce cost, conspired together and the result is that underbilling prevails to the extent of saving ten, twenty, thirty and, in some cases, fifty per cent. of the freight, and as long as the practice is allowed to exist, the tendency will be towards a higher percentage.

It is only fair to add to what we have said about the cause of this practice that it has been often recognized and suggested by freight agents when direct cuts on freights were not permitted. In such cases agents have bargained that the nominal weight should be less than the actual contents of the cars; in this manner giving preferences, and to no small degree teaching shippers how the same thing could be done without contract arrangement.

The results of this evil are in two directions, one of which includes the loss on your freight receipts and the great risk attending the movement of excessively loaded cars. An ordinary car-load of corn is about, or certainly not exceeding, four hundred bushels, 22,400 pounds. A saving of the freight on fifty bushels,—which the statistics

show to be the average excess over the way-bills,—is a loss to you of an amount equal to one-eighth of your earnings on the underbilled cars.

We desire to call the attention of railroad managers and owners to this statement in connection with the statistics appended, and we are clearly of the opinion that the matter in this aspect is of very great importance. As shippers of grain we have small interest in the amount of your earnings, except so far as their being secured by right or wrong principles affects our business. We claim, however, that no custom should be allowed which gives shippers, under certain circumstances, a benefit over other shippers of ten to twenty per cent., and especially so when this benefit is secured by the allowance of a wrong and vicious practice.

As passengers on your cars, and liable to the accidents which are likely to result to freight trains, and also to passenger trains, as a consequence of the excessive loading of freight cars, we have a right to speak. Your cars are not constructed for the purpose of carrying over 22,000 to 23,000 pounds, and when loaded up to 26,000, 28,000, 30,000, and sometimes up to 33,000 pounds, the risk to your road-bed, rolling-stock, to following passenger trains, and to the lives of the public, is too much to pass without protest, and especially so as the preventive is clearly in your own hands.

There are results in the other direction which are most serious, and, to the trade of Chicago, of very great moment.

The honest shipper is put at a disadvantage, and the odds are in favor of the man who can cheat the most. A shipper who will not underbill, even when he can, has no chance as against the man who improves every opportunity without scruple. And as long as the roads fail to end this evil they help to make the business of handling grain, what it already too much is, rather the practice of improper methods and the exercise of anything but business skill and courage.

At Chicago, and some other points in the interior, the grain has been mostly loaded at elevators, from which the weight is ascertained. In such cases underbilling is not possible, and consequently Chicago, and some other points, cannot compete in the trade except as they can buy and ship grain which does not pass through elevators, and so get the benefit of the practice. As a result, with the exception of shipments to New York city and some other points at which the roads have weighing facilities, grain is not shipped from elevators, and the trade, failing in Chicago to find opportunity for securing the lowest cost, finds its way elsewhere to our detriment, and we believe to your loss, as we know that on a fair deal Chicago can load all the cars on the lines running eastward from our city at a better freight than is received from a division of the rate from any other point.

The result has already been severe on the traffic of this city with New England, New York State and Pennsylvania. A large share of it has been taken away from us, not as a result of business enterprise, but rather of these opportunities for reducing cost by securing the transportation of a large percentage of the property without paying freight therefor.

One result of this matter remains yet to be mentioned,—a result serious and of great moment to the trade,—and which it has a right to call upon you to prevent. In some cases a much less amount has been shipped than the way-bill has called for, and the shipper has drawn, or collected for a fraudulent amount, based upon the bill-lading. We think we have a right to claim of the roads that they shall adopt a system which shall make a bill-lading a good voucher, and a safe basis for a draft, or for an advance of money. *A bill-lading which reads, "more or less," "shipper's weight," "owner's risk of shortage," or any other of the common ways which signify that the contracting road neither knows, nor desires to know the weight, and which seeks to avoid the proper responsibility for the property, is fitted for none of the purposes of commerce.* It opens the door, on the one hand, to the cheating of the roads by sending more freight than is paid for, or, on the other, to drawing on the consignee for a larger amount than is actually in the cars, assisted in the latter case by a voucher good for nothing and given on his own statement merely.

The cure for this practice may be partial or complete; we shall be glad to secure at once a partial remedy, and hope in the end for a complete cure. The experience of the roads which have weighed in transit is such as to warrant us in saying that *detection is not cure*. Yet it is better than no efforts to prevent. We therefore suggest, as a first step, that the efforts which are now being made to weigh in transit all grain-loaded cars be continued with better system and greater persistence and uniformity. We are in possession of letters from some railroad managers saying all grain passing over their roads is weighed, and we have, at the same time, not only the evidence of our experience as shippers over such roads, but also the direct assertions of subordinates that such weighing is not done, and that it is impossible, with present facilities, to do it. In the face of letters to the above effect we know that the practice of the same roads is to send to the shipper for his weight, and then to make an entry on books and bill-lading signifying other than the real source from which the weight was ascertained.

With proper facilities at the important connections and points of transfer the practice can be so detected that it would become difficult for any car to go through without its real weight being known, and we urge that this result be secured at once.

Detection, however, will not prevent the effort to underbill being made, neither will it prevent the excessive loading of your cars, nor the fraudulent *overbilling* we have spoken of. We are quite of the opinion that the only remedy is to treat bulk grain exactly as you treat other freight; you must know what you receive, properly care for it while in your custody, and properly deliver at destination what you took at point of shipment, and also furnish, when you receive the property, a good and sufficient negotiable voucher for it.

We are convinced that the interests of the roads and of the trade are really in the same direction; that there can be no practice good for one which is injurious to the other, and therefore we urge this matter with all earnestness. We suggest that you adopt a system virtually as follows:

That at all points where grain is received on cars where the weight can be known, you, by a proper officer, see the weights and give a bill-lading guaranteeing the delivery of the same amount at destination, less a proper allowance for natural shrinkage, say one per cent., and this to be stated in the bill-lading.

That when the grain is loaded at a station where no weighing facilities exist, give no bill-lading or contract, unless the shipper desires one containing substantially this clause; "Not weighed, to be weighed at — station; the weight there found will be the basis of way-bill, and guaranteed." Run the car to first point where weighing facilities do exist, return the weight there found to the original station to be made the basis of the way-bill, and then give the shipper a guaranteed bill-lading unless he shall previously have taken the incomplete one. Put a clause in the bill-lading or contract, providing that the guarantee of weights applies only to grain unloaded at stations where facilities exist, or may be erected, for weighing out the contents of the cars, and at such places have the weighing attended to by a proper officer.

The effect of this system would be to cause the speedy erection of good and sufficient scales at all points where grain, to any amount, is either loaded or unloaded. And since the certainty of receiving at destination the amount originally shipped is the real and great demand from the trade, the failure to secure which is the cause of most of the present trouble, we hope for a system of this kind within a reasonable time. We are sure there are no great difficulties in the way of bettering the present lack of system, and though the one we propose will place fully on the roads the responsibility of caring properly for the grain from the time it is loaded until it is taken from the cars, we look upon it as including so much of protection and safety to your own interests and property as to entitle it to your favorable consideration.

We are confident that your losses by shortages under this system will be less than at present by excessive loading, and less also than

the cost of any efforts you may make for the mere detection of overweight. And we advise that you concede promptly and amicably to the desires of the trade rather than add to the discontent now existing, likely as it is to increase the present efforts to secure by law what it is undoubtedly for your interest to grant as a matter of right.

J. W. SYKES,
THOS. WIGHT,
WM. N. STURGES.

[A Committee appointed by the Directors of the Chicago Board of Trade.]

CHICAGO, October 15, 1872.

STATEMENT of weight of 10 carloads of oats unloaded at East Somerville, Mass., by G. P. Ray, City Weigher of Boston, being all the oats weighed out by Mr. Ray, at East Somerville, between the 9th of March and the 12th of April, 1872. Memorandum furnished by Quincy A. Vinal, Esq., Committee of the Boston Commercial Exchange. These cars supposed to be from Darlington or Mineral Point.

1872, March	9.	Car No. 4242,	.	.	.	.	.	26,432 lbs.
	9.	" 4460,	.	.	.	.	.	26,592 "
	16.	" 4706,	.	.	.	.	.	23,840 "
	28.	" 4811,	.	.	.	.	.	23,856 "
	28.	" 188,	.	.	.	.	.	23,820 "
	28.	" 4223,	.	.	.	.	.	24,000 "
April	1.	" 2046,	.	.	.	.	.	24,480 "
	2.	" 4137,	.	.	.	.	.	24,112 "
	10.	Blue " 4518,	.	.	.	.	.	30,320 "
	12.	" " 7036,	.	.	.	.	.	25,184 "
Total,								252,636 lbs.
All billed 20,000 lbs per car, or								200,000 "

Showing an excess received over what freight was paid on of 52,636 lbs.
Or 26 1-4 per cent. The largest excess being 10,320 lbs. in one car,
and the smallest being 3,840 lbs., and an average of 5,263 lbs.

STATEMENT in weight of 7 Blue Line cars containing corn, five of which were weighed out at Lawrence, Mass., and two at East Somerville, Mass. Furnished by Quincy A. Vinal, Esq. Supposed to be from Lena, Ill., via Ill. Cent. R. R. to Chicago. Car No. 416 on arrival was marked, "*Send to shop, journal hot.*"

Weighed at Lawrence, Mass.

1872, March 26.	Car No. 3092,	.	.	.	.	.	31,090 lbs.
26.	" 3294,	.	.	.	.	.	31,310 "
30.	" 2057,	.	.	.	.	.	31,370 "
29.	" 3049,	.	.	.	.	.	32,260 "
29.	" 4291,	.	.	.	.	.	32,060 "

Weighed at East Somerville, Mass.

1872, March 26.	Car No. 2016,	.	.	.	.	.	29,624 lbs.
26.	" 416,	.	.	.	.	.	31,920 "

219,634 lbs.

3 cars, Nos. 4291, 2016 and 416, were billed 22,000 lbs.

each. 4 cars, Nos. 3092, 3294, 2057 and 3049, 20,000

each, 146,000 "

Excess over way-bill fifty per cent., . . . 73,634 lbs.

The excess per car averaging 10,519 lbs.

BOSTON & ALBANY RAILROAD CO., GENERAL FREIGHT AGENT'S OFFICE, }
BOSTON, MASS., August 10, 1872. }

J. W. SYKES, Esq., *Chicago, Ill.*:

DEAR SIR,—I am in receipt of your favor of the 30th ult., calling attention to a matter with which we are entirely familiar.

In reply I would say that we have not made it a practice to weigh all cars of grain passing over this road for several months, and therefore cannot comply fully with your request; but I herewith enclose to you a statement of the weights of a few cars selected at random at Worcester, 7th inst., which will give you an idea of the amount of underbilling now being carried on.

W. BLISS, *G. F. Agt.*

Statement of weight of 11 Cars, furnished by Wm. Bliss, Esq., General Freight Agent, B. & A. R. R.

DATE.	LINE.	Car.	Way-bill weight.	Actual weight.	Excess.	Recess.
1872.						
Aug. 2,	White Line,	5542	20,000	21,240	1,240	—
1,	" "	3013	21,510	21,000	—	510
1,	" "	52	20,000	22,000	2,000	—
1,	" "	253	20,000	21,400	1,400	—
1,	" "	1097	20,000	21,150	1,150	—
2,	" "	5536	22,000	22,350	350	—
July 30,	" "	2171	22,000	23,500	1,500	—
31,	" "	83	22,000	23,200	1,200	—
31,	" "	279	22,000	22,800	800	—
Aug. 2,	Red Line,	520	23,000	22,900	—	100
3,	" "	4279	23,000	23,100	100	—
Total, . . .			235,510	244,640	9,740	610

Two fall short from way-bill 610 lbs., one of which was loaded in East St. Louis, and the other at Toledo.

Nine over-run way-bill 9,740 lbs., an average per car of 1,082 lbs. These 9 were loaded at Pekin, Peoria and Indianapolis.

PENNSYLVANIA COMPANY, OFFICE OF THE GENERAL FREIGHT AGENT, }
PITTSBURG, PA., July 9th, 1872. }

J. W. SYKES, Esq., *Chairman Bd. Trade Committee, Chicago, Ill.*:

DEAR SIR,—Your favor of the 3d inst. received. Herewith find statement of billing and actual weight — carloads of grain received at this place for city delivery. All shipments of grain destined to points east of Pittsburg are weighed by our companies, or the Pennsylvania Road; the bulk grain for Pittsburg delivery is weighed by the Pittsburg Grain Elevator Co., and all excess over 22,000 lbs. charged at first-class rates. Grain in sacks for delivery in Pittsburg we either weigh, or make consignee produce invoice before delivery. Our rules for the correction of this iniquitous swindle have been so stringent that it is our opinion that we have broken it up to such an extent as to make an attempt on the part of shippers to swindle us rather hazardous, as they are pretty sure to be caught and have the penalty enforced on them in each and every case.

Our policy is now, and always has been, to exact freight for every pound carried, making any necessary reduction in rate, but never deviating from full weight.

With a view to assist in breaking up this villanous overloading of cars, and cheating, we will be very happy to furnish you with any facts or figures you may desire and which we may possess.

We have reason to believe that some of the agents connected with railroad companies are much to blame for the state of matters which we now deplore, and for which a remedy is sought. In many instances which have come under my observation the matter of overloading cars has been offered as an inducement to attract shipments from rival lines, the fact of overweight being overlooked at both ends of the line in the agreement. Yours very truly,

WM. STEWART, *G. F. Agt.*

TOLEDO, WABASH & WESTERN RAILWAY CO., }
GENERAL FREIGHT OFFICE, TOLEDO, O., July 17, 1872. }

J. W. SYKES, Esq., *Committee Chicago Board of Trade, Chicago.*

My DEAR SIR:—I have your favor of the 15th inst., and note with pleasure the progress you are making towards eradicating the evil of excess weights in grain shipments. In compliance with your suggestion I enclose a statement of the billed and actual weight of some 180 cars grain received at our Toledo station, showing an excess of the latter over the former of over 50 bushels per car, on an average.

It is proper to state in this connection that we have very nearly succeeded in stopping this practice, as far as shipments from our local stations are concerned, so that the main sources of such chicanery are places like Peoria, where the existence of elevators proves conclusively that the overloading is the result of deliberate intention on the part of shippers, and not of accident or carelessness on the part of any one. To illustrate the extent and influence of this evil I cite the following case in point, which occurred in our traffic last winter: A shipper from an interior station on our road was sending corn to East St. Louis, billing 350 bushels to the car, and loading 400 bushels. We weighed the cars in the yard at East St. Louis, and as a penalty charged 3d class rate on the excess, at which he remonstrated, stating his willingness to pay the same amount per hundred on the excess as upon the grain called for in the way-bill. We would not consent to this, and told him plainly we could not see his object in overloading the cars. When cornered he produced a letter from his St. Louis correspondent (a member of the Board of Trade of that city), instructing him to load in that way, as the corn went back East over another road, and could be sold on the St. Louis market at 2 cents per bushel higher when so billed, as the purchaser would embrace the opportunity to send it underbilled over such road, and thus save (or steal) the freight on the excess.

Please let me know in what manner I can serve your committee further, and believe me in sympathy with the reform which you are endeavoring to bring about. Very truly yours,

JOHN B. CARSON, *G. F. Agent.*

To the foregoing communication and statistics we add the following, addressed by the representative of the "Boston Commercial Exchange."

To the President and Directors of the Michigan Central Railroad Company.

GENTLEMEN:—The undersigned wishes to call your attention to the fact that large quantities of corn and other kinds of grain are now passing over your road on which no freight is received, it being underbilled by shippers, at various points on the railroads connecting with your line, either at Chicago or Joliet, and shipped to various interior points in New England, where delivery is made, without your knowledge as to the weight contained in each car.

As this is a matter which is greatly injuring all honest shippers and receivers, as well as the financial prosperity and safety of your road, as one of the great travelled routes of the country, I feel it an abuse that should receive your immediate attention on behalf of your own road, or in connection with other roads forming your Through Freight Line.

On referring to your report of June 1st, 1871, I find that the total quantity of grain transported during the year ending with above date was 8,958,549 bushels, equalling 465,724,884 lbs., or 23,286½ car-loads of 20,000 lbs. each. As instances are not rare in which the car-loads weighed out at our Boston elevators exceed 28,000 lbs., it will at once be seen what a great loss in freight-money is incurred by the railroads, while the quantity of grain they bring to the Eastern markets is much greater than is shown in their traffic reports. I think it is safe to say, that on all grain shipped from *interior* points in the West to *interior* points in the East, there is an average of 10 per cent. which escapes any freight charges; thus enabling the outside receivers to largely undersell all parties who receive their grain through the Boston & Albany elevators in this city; where, in addition to the charge for freight on the *entire weight* contained in each car, the Boston dealer is subjected to a charge of 1 to 1½ cents per bushel for elevating and weighing.

Within the past five years many outside New England dealers in grain have become owners of, or have an interest in, large or small elevators in the great grain region of the West, and are thus enabled to

control the shipment and receipt of grain which passes over the entire length of your road with sealed locks on the cars, thereby depriving your agents of all knowledge in regard to contents or quantity shipped, unless they weigh each car. Cars thus shipped often have an excess of from five to eight thousand pounds, and in some quite recent instances, over 10,000 pounds.

As all grain shipped through the elevators of Chicago, and other large Western cities is handled by warehousemen, most of whom have no ownership or interest, except their claim for storage, and no inducement to underbill, it follows, that receivers and dealers in those cities are unable to ship in competition against outsiders; and they are therefore forced to hold the bulk of their winter receipts until the opening of navigation.

This system of underbilling is by no means confined to grain; your road, no doubt, suffers largely from the same practice among shippers of lumber, bran and shorts, potatoes and dead hogs.

The "Michigan Central" has an enviable reputation as one of the safest and best managed railroads in this country; but with such shameful recklessness, on the part of some of its patrons, as is shown in this matter of overloading the cars, the wonder is that so few accidents have happened. In this respect, a single track has been an advantage, as, while the passenger trains are moving, these dangerously overloaded cars,—liable to break down at any moment,—are obliged to stand on sidings, instead of passing at high speed, as on a double track they would do.

Accompanying this letter I submit several freight bills for grain and lumber, which I suppose passed over your road. The shippers of this grain had no interest in so overloading the cars if they expected them to reach our elevators; but a custom has grown with some of them of billing through, trusting, and working hard, to sell and divert their grain to interior points; thus, in many instances, escaping freight charges on excess of weight shipped.

Believing as I do, that "the good of each tends to the good of all, as the good of all tends to the good of each," and that, as the freight business in the articles above mentioned as now conducted tends only to the gain of the unscrupulous few, while the many, fair dealing and honorable, are made to suffer in common with all who are owners of stock in the great railroads of the West, I hope you may succeed in putting a stop to this abuse on your line. Yours, with respect,

QUINCY A. VINAL.

Boston, March 26, 1872.

[D.]

LETTER FROM THE PRESIDENT OF THE OLD COLONY RAILWAY IN REPLY TO THE COMPLAINT OF CULVER & CO. RELATIVE TO TRANSPORTATION OF COAL.

OLD COLONY RAILROAD CO., PRESIDENT'S OFFICE, }
 BOSTON, November 5, 1872. }

To the Board of Railroad Commissioners.

GENTLEMEN :—I am in receipt of your favor of Oct. 16th, relative to the complaint of Culver & Co. of a want of transportation for coal on this road. In reply I would say that these parties do not reside on the line of this road, but on that of the Hanover Branch Railroad, and have their business connections with that company, which provides cars for its own business to be hauled over our road for a moderate compensation fixed by referees. For any deficiency in cars for this business, that company and not the O. C. R. Co. should be responsible. This statement seems to be a full answer to the complaint, so far as this company is concerned.

In this connection it may be proper for me to say something in answer to the somewhat general complaint of a lack of facilities for coal transportation on this and other lines of railroad in the Commonwealth. On this line, and as far as my experience extends on other lines, I do not consider this complaint well founded. There is on this line no lack of facilities for transporting coal in a reasonably regular and proper manner, and at cheap rates. The difficulty, when it exists, arises from the utterly irregular and unreasonable manner in which coal is brought to the railroads.

The coal equipment of a railroad can be used for few other purposes than the transportation of coal, and when not used for this purpose must lie idle at considerable expense for loss of interest and depreciation. Every addition to this equipment, beyond a reasonable amount, must add to the cost of transportation. To illustrate this I refer to the experience of this road for the past two years. In 1871 we carried 46,960 tons, chiefly during the eight months between April 1st and December 1st, which may be regarded as the season for shipping coal. In 1872, anticipating an increase in the business from a reduction in our rates, the freight equipment of this company was increased one-fourth by the addition of 146 new freight cars, of which a fair proportion were coal-cars. With this increase we could easily and conveniently transport 600 tons of coal per day, or 15,600 tons

per month of 26 working days, or 124,800 tons for the season of eight months, which being considerably more than double the amount carried in 1871, was thought to be sufficient, whatever irregularity there might be in the shipments.

We received and transported in the year 83,284 tons, and for this amount, although far in excess of our anticipations, our equipment would have been ample, had the shipments been reasonably regular during the coal season. This was not the case. We received in June fourteen cargoes of less than 4,600 tons; in August fifty-four cargoes with nearly 16,000 tons, and these were not distributed equally through the month, but the vessels came in fleets. On July 1st eight vessels arrived at Somerset, bringing 2,669 tons. The result was that half the time our cars, men and engines stood idle, and wharves empty. At other times we had more work than could possibly be done.

The evil does not end here. It crowds and confuses the running arrangement of the road, causes delay and inconvenience in transportation, irregular employment of labor, delay in the return of cars, and other evils which will readily suggest themselves to you. The consignees of coal found equal difficulties in disposing of it, and at the very time when we most needed our cars, the greatest difficulty was experienced in procuring their speedy return.

For the irregularity in the shipments of coal, there are several reasons wholly beyond our control. The coal dealers, as well as the manufacturers, seek to purchase at the lowest rates, and to take advantage of the lowest freights. The result is that the shipments are extremely irregular. Then, as sailing vessels chiefly are employed in the trade, the arrivals depend upon the wind and weather. Our wharves may be empty in the morning, our men and machinery idle, and a change of wind during the day bring a fleet that will tax the full powers of the road to discharge for many days.

There are two ways to remedy the difficulties complained of. The railroad companies may provide sufficient wharves, machinery, labor and equipment to provide for the irregular shipments as they are now made. This will be expensive and must be attended by an advance in rates for transportation of this prime article of necessity in manufactures and in domestic life. Some means may be adopted to make the shipments more regular. This, it seems to me, is by far the easiest and most for the public interest.

If coal purchasers can learn from experience to make their shipments regular during the season of navigation, but little trouble would be experienced. Possibly this might be effected by introducing a sliding scale of rates of freights upon the railroad, reducing these rates as the shipping freights were raised, and raising them as the latter fell.

But the true and only remedy, in my judgment, is the introduction of steam colliers, making the transportation upon the water as regular as upon the land. If this reform could be effected the railroad companies could well afford to make material reductions in their rates on coal, and the question of demurrage on sailing vessels would be heard of no more.

The charges made for demurrage seem in many cases excessive, the more especially as no allowance is made in case of discharge within the lay days.

If true statistics could be furnished, it would be an interesting question to determine whether the gain now sought by dealers in coal to be made by waiting for cheap freights, is not fully balanced by the amounts paid for demurrage. I am strongly of opinion that it is cheaper for coal shippers to pay the demurrage than to pay the railroad companies a reasonable compensation for the excessive equipment made necessary by the present irregular shipment of coal. I may add, in conclusion, that this company, in view of the probable continuance of the present method of shipping coal, will largely increase their equipment before the commencement of the next season, and that the large expenditures required for this purpose must preclude the expectation of lower rates for transportation. The public seems to require a mode of transporting coal necessarily wasteful and expensive, and so long as this demand continues we shall endeavor to meet it.

. Very respectfully,

ONSLow STEARNS, *President.*

[E.]

WORKMEN'S TRAINS IN CONNECTION WITH LONDON RAILWAYS.

The following information upon this subject was received from W. R. Malcolm, Esq., Assistant Secretary of the Board of Trade of Great Britain (Railway Department), while the Report of the Board was passing through the press and too late for use in its preparation.—
[Com.]

RAILWAYS REQUIRED TO RUN WORKMEN'S TRAINS BY ACTS OF PARLIAMENT.

Great Eastern.

Third-class weekly tickets for workmen are issued to Bishopsgate from Enfield, a distance of about ten miles, at one shilling each. They are available for the return journey in a third-class carriage by any train leaving Bishopsgate after 5.20, p. m.

These trains leave Enfield at 4.56 and 5.56 A. M., stopping at all way stations, and arrive at Bishopsgate at 5.34 and 6.34 A. M., thus making the trip of ten miles in thirty-eight minutes.

Each workman may carry a package of tools not exceeding twenty-eight pounds in weight, free of charge, but no other luggage is allowed.

The fare is about 4.5 cents (currency) for the round trip of 20 miles, and the rate of speed, including stops, is about sixteen miles per hour.

London, Chatham and Dover.

Trains leave Victoria at 4, 5 and 6 A. M., and arrive at Ludgate Hill, a distance of seven miles, at 4.38, 5.38 and 6.38 A. M. Other trains leave Ludgate Hill at 5 and 6 A. M., and arrive at Victoria at 5.39 and 6.39 A. M. The trip of seven miles is thus accomplished in thirty-eight minutes.

Tickets are sold to workmen for the above trains, good for the return trip in a third-class carriage by any ordinary train after 4.30 p. m. Tools not exceeding fifty-six pounds in weight are allowed free.

The fare is about 4.5 cents (currency) for the round trip of fourteen miles, and the rate of speed, including stops, is about eleven miles per hour.

North London.

Trains leave Dalston Junction at 5.30, 6.34, 6.47 and 6.59 A. M., arriving at Broad Street, a distance of two miles, at 5.40, 6.45, 7 and 7.10 A. M.

Weekly tickets, good for the return trips in third-class carriages on all ordinary trains after 6 P. M., are sold for one shilling. Tools not exceeding twenty-eight pounds in weight are allowed free.

The fare is about 4.4 cents (currency) for the round trip. and the rate of speed, including stops, is about twelve miles per hour.

Metropolitan.

Trains leave Moorgate Street at 5.10 and 5.20 A. M., arriving at Mansion House, a distance of eleven miles, at 6.5 and 6.15 A. M. Fares for the double trip are fourpence.

Trains leave Moorgate Street for Bishops Road, a distance of 4.5 miles, at 5.25 A. M., and arrive at 5.46 A. M. Fares for the double trip are twopence.

Trains leave Gloucester Road at 5.11 and 5.21 A. M., and reach Moorgate Street, a distance of 6.5 miles, at 5.35 and 5.46 A. M. Fares for the double trip are twopence.

Trains leave Baker Street at 6.40 A. M., and reach Swiss Cottage, a distance of two miles, at 6.48 A. M. Fares for the double trip twopence. Other trains leave Swiss Cottage for Baker Street at 6.45 A. M., at the same fares and rate of speed.

In these cases the fares are 8 cents (currency) for the round trip of twenty-two miles, and 4 cents (currency) for the round trips of thirteen, nine and four miles. The rates of speed, including stops, are respectively thirteen, sixteen and fifteen miles per hour. Return trip may be made in third-class carriages on any ordinary train after 5 P. M.

WORKMAN'S TRAINS NOT REQUIRED TO BE RUN BY ANY ACT OF PARLIAMENT.

Great Eastern.

Trains leave Stratford Bridge at 5.15 and 6.15 A. M., and reach Bishopsgate, a distance of 3.5 miles, at 5.30 and 6.30 A. M. Weekly tickets for the round trip are issued for one shilling, and workmen are allowed to carry tools not exceeding twenty-eight pounds in weight.

The fare is about 4.3 cents (currency) for the round trip, and the rate of speed, including stops, is about fourteen miles per hour. The return trip can be made in third-class carriages of any ordinary train after 5.20 P. M.

London, Chatham and Dover.

Trains leave Penge at 5.14 and 7.16 A. M., and arrive at Victoria and Ludgate Hill, a distance of seven miles, at 5.45 and 7.48 A. M. Weekly tickets for the round trip are issued for two shillings.

The fare is about 8.6 cents for the round trip of fourteen miles, and the rate of speed, including stops, is about fourteen miles per hour.

London, Brighton and South Coast.

Trains leave Victoria for Loughboro' and Loughboro' for Victoria, at various times between 5 and 6.40 A. M. Fares for the single journey are twopence (4 cents). The distance is four miles, and the trips are made at the rate twelve or fourteen miles an hour.

South Eastern.

Trains leave Plumstead for Charing Cross, a distance of twelve miles, at 5.55 A. M. Return tickets are fivepence (10 cents) each, and the trip occupies one hour.

The trains are used by large numbers of workmen and are found profitable in themselves. The Commissioners, however, have not yet received any exact information upon this point. It should be remembered, however, that in every one of the above cases the trips of the workmen's trains are made throughout amid a population so dense as to constitute a continuous city. In the case of workmen's trains run by virtue of an Act of Parliament, the companies are specially exempted from all liability for accidents in excess of £100.

Acts of Parliament in which Workmen's Trains are provided for London.

London Central Railway Act,	1871, c. 202, § 82
East London Railway Act,	1865, c. 51, § 144
London, Blackwall and Millwall Railway Act,	1865, c. 116, § 58
Metropolitan District Railway Acts,	{ 1864, c. 322, § 90 1870, c. 94, § 16
Metropolitan and St. Johns Wood Railway Act,	1864, c. 303, § 89
Great Eastern (Metropolitan station) Railway Act,	1864, c. 313, § 80
Metropolitan Railway Acts,	{ 1861, c. 233, § 24 1864, c. 291, § 45 1867, c. 85, § 25
London, Chatham and Dover Act,	1864, c. 195.

[F.]

COMMONWEALTH OF MASSACHUSETTS.

RAILROAD COMMISSIONERS' OFFICE, No. 7 PEMBERTON SQUARE, }
BOSTON, September 30, 1872. }*To the President of the Railroad Company.*

SIR:—In preparing and returning to this Board the annual report of the railroad under your charge, we would be obliged if you would also furnish us full information on the following points:—

First. Have any changes been made in the freight or passenger tariffs of the road under your charge during the past year?

Second. State the nature and extent of such changes, if any were made, and specify in particular what articles of merchandise, or travel from what towns, were affected by them.

Third. What effect, so far as the returns of this year indicate, did any reductions made during the railroad year 1870-71 have on the aggregate receipts of your road for the year 1871-72? As far as you can ascertain, have the aggregate receipts from the towns or business affected by the reductions made in 1870-71 increased or diminished?

We shall be much indebted for any information you may be willing to communicate to us, for our own use in the preparation of the forthcoming report of this Board, relating to these or other points of interest in connection with the operation or management of the road under your charge during the year just terminated.

We remain, &c.,

CHAS. F. ADAMS, Jr.,

A. D. BRIGGS,

FRANCIS M. JOHNSON,

Railroad Commissioners.

OFFICE OLD COLONY RAILROAD CO., }
BOSTON, November 14, 1872. }

To the Board of Railroad Commissioners.

GENTLEMEN:—In answer to your circular of September 30th ult. relative to reductions in rates on this road, and the effect upon its traffic, I reply:—

First. Reductions were made in our freight and passenger tariff as follows:

Fourth-class Articles.

Apples.	Glue Stock.	Plaster.
Ashes.	Grain.	Plumbago.
Argols.	Granite.	Pork.
Barley.	Gravel.	Salt.
Beans.	Guano.	Potatoes.
Beef and Bacon.	Hair.	Rags.
Bleaching Powders.	Hams.	R.R. Chains and Spikes.
Brass.	Hemp.	Rope.
Brick.	Hides.	Rosin.
Car Wheels.	Hoop Poles.	Rye.
Cement.	Ice.	Sand.
Chain.	Iron and Steel.	Shoe Lasts and Blocks.
Clay.	Iron Ore.	Shorts.
Coke.	Iron, R.R.	Shovels and Spades.
Copper.	Iron, plate or scrap.	Slate, roofing.
Copperas.	Jute.	Spelter.
Cordage.	Last Blocks.	Spikes.
Corn.	Lime.	Soda-ash.
Cotton.	Logwood.	Starch.
Dye-woods.	Lumber.	Tacks.
Earth Paint.	Madder.	Tack-plate.
Feed.	Manure.	Tar.
Fertilizers.	Meal.	Turnips.
Fire-brick.	Moulding Sand.	Wheat.
Fish, dried and pickled.	Nails.	White-lead.
Flax.	Nuts, iron.	Wood.
Flour.	Oats.	Wool, pressed.
Fuller's Earth.	Oil.	Yellow Metal.
Gambia.	Ore.	Zinc.

Comparative Statement of Per Cent. Decrease in First and Fourth Class Rates for Years 1871 and 1872.

STATIONS.	1871.		1872.		Decrease, per cent., on 1st Class.	Decrease, per cent., on 4th Class.	Increase over year 1871.	Increase, per cent., over year 1871.
	1st.	3d.	1st.	4th.				
South Braintree, .	11½	5¾	10	4½	13.04	21.74	\$2,168 22	73.23
North Abington, .	12½	6½	11½	5½	8	15.38	386 96*	—
South Abington, .	13½	7½	12	6	11.11	20	434 56	3.81
Plymouth, . .	16½	9	15	7½	9.37	16.66	2,181 40	6.91
North Bridgewater, .	13	7	11½	5½	11.54	21.42	2,329 02	7.09
E. & W. Bridgewater, .	14½	8	12	6	17.24	25	3 76	1.83
Bridgewater, . .	15	8½	13	6½	13.33	23.53	8,438 06	30.92
North Easton, . .	13	7	12	6	7.68	14.28	7,460 05	20.04
Fall River, . .	20	11½	18	9	10	21.74	18,575 07	30.27
Newport, . .	25	12½	22	10½	12	16	3,959 84	21.03

Average decrease on first-class rates, 11.33 per cent.

“ “ on fourth-class rates, 19.57 “

Less amount of third-class articles not put in fourth, 2.44 “

17.13 per cent.

Average decrease on coal from tariff of 1871, 10.97 per cent.

* Decrease.

Second. In the passenger tariff local rates were in all cases reduced to three cents per mile; and reductions were made on long distances—as between Fall River and Boston—of say 6⅔ per cent. The reductions in the passenger tariff were estimated at \$25,000 on the business of 1871.

In the freight tariff reductions were made on first-class freight of about 11½ per cent. A new fourth class was established, to which were transferred a majority of the heavy articles of merchandise, before included in the third class. The rates for fourth class were reduced about 20 per cent from third-class rates. A reduction of about 11 per cent was made on coal. That you may understand the extent of this reduction I enclose a list of articles placed in fourth class. I also enclose a statement of our reductions and the relative business of 1871 and 1872 at ten stations on the road, taken at random, from which you can form your own judgment as to the effect. The rapid growth of Fall River accounts to a considerable

extent for the increase there. The estimated amount of our freight reductions was about \$30,000. on the business of 1871.

Third. In regard to the effect of the reductions of 1870-71 I can only say that this is so far blended with the effect of the reductions of this year that I cannot undertake to discriminate. Our gain in passenger receipts for this year is \$121,259.27; in freight receipts \$118,355.33 over 1871. This increase is pretty uniformly distributed over the road. Our tonnage of freight carried has increased from 395,157 tons in 1871 to 510,433 tons in 1872; our coal tonnage from 46,960 in 1871 to 83,284 in 1872. While we show this considerable increase in gross receipts, the net receipts have increased only \$16,549.58. This is in part caused by the increase in work done by our trains, from 990,662 miles in 1871 to 1,110,675 miles in 1872, and in part from the higher cost of metals which enter so largely into the cost of working the road. Wages for skilled labor have in some cases been increased. Improved brakes and telegraph facilities have added something to our expenses. We have added to our road the past year the Granite Branch. This has added to our freight tonnage about 7,751 tons of granite. It has probably diverted passenger travel from the main line without much increasing the total amount. That you may have some basis of comparison with the short travel between Boston and South Braintree, alluded to in my reply to your circular of last year, I would state that the amount of this travel increased from \$146,239.73 in 1871 to \$155,748.34 in 1872. To this may fairly be added the earnings (from the same source) on the Granite Branch (\$8,589.06), making the total increase \$18,097.67. I may say that we endeavor to keep accurate accounts of the business of our stations, which are open to your examination if they can be of service.

In conclusion I would add that on the road it has been found advantageous to reduce our rates, whenever business could thereby be stimulated. The immediate result has been to increase gross receipts and, in a much less degree, the net earnings of the road. We indulge the hope that the increase will be permanent and progressive. Our lines of railroad cover a large extent of territory of the Commonwealth, and it is in the expectation that this territory can be developed and its business permanently increased, that we have reduced our rates, and added to our train accommodations to some extent in advance of the public demand. If this increase in business continues, we propose to continue our policy of reducing rates and increasing accommodations to that point where our net earnings will be the greatest. If the business decreases, justice to our stockholders must compel an advance in rates. Very respectfully,

ONSLOW STEARNS, *President.*

MANAGER'S OFFICE, BOSTON December 5th, 1872.

To the Railroad Commissioners.

GENTLEMEN :—My attention is to-day called to your circular of 30th September last, asking certain specified information to be communicated with our annual reports. As the matter was accidentally overlooked at the time of making the reports I trust the omission may be considered, as it was, a simple inadvertance, and that the following replies may be in time for your purposes.

During the year 1872, changes have been made in both passenger and freight tariffs on our roads. The passenger tariff was reduced June 1st, 1872, between Boston and some of our principal stations, as for example: To Lowell, single fares were reduced from 80 cents to 75 cents, and packages of ten tickets from \$7.50 to \$7; to Woburn, season tickets were reduced from \$19 to \$16 per quarter; to Stoneham, season tickets were reduced from \$18 to \$16 per quarter; to Lexington, season tickets were reduced from \$19 to \$17 per quarter; to Winchester, season tickets were reduced from \$17 to \$15 per quarter; to Medford, season tickets were reduced from \$15 to \$13 per quarter.

The freight tariff was revised July 1st, 1872, and some important reductions made. Freight of wood from Wilton to Boston was reduced 50 cents per cord. Batting and wadding were reduced 25 per cent., and some other articles of merchandise were affected in like manner.

In answer to your inquiry as to what effect these reductions appear to have had upon our aggregate receipts, I have to say that apparently the reductions have not caused any increase at all. Our aggregate receipts are greater this year than they were last year; but the increase appears to have been general, and has been as great at points where no reduction was made as elsewhere. It is possible that in time the lower fares will stimulate more travel. But as yet no such result is apparent.

Respectfully,

GEO. STARK, *Manager.*

EASTERN RAILROAD COMPANY, CAUSEWAY STREET, }
BOSTON, MASS., December 18, 1872. }

W. A. CRAFTS, Esq., *Secretary Railroad Com'rs, No. 7 Pemberton Square, Boston.*

DEAR SIR :—I do not remember now, clearly, whether you considered the information given you relative to the reduction of rates, when here, as answering the printed letter of September 30th or not; but noticing the letter just now, I enclose a list of the reductions, which are the same, but in clearer form than I showed you. None being made last year, can only compare August and September of this year with same 1871 :—

1871,	162,230 fares,	\$54,118 00
1872,	154,365 “	42,454 00
Decrease,	7,865 “	\$11,664 00

in first two months, on passengers. I have not tried to compile the freight comparison. Yours respectfully,

JOHN COLGATE, *Auditor.*

Reduction in Passenger Tariff, August 1, 1872.

PACKAGE TICKETS.	Old Fare.	New Fare.
Boston to Lynn,	\$0 23	\$0 20
“ to Swampscott,	28	24
“ to Marblehead,	48	40
“ to Salem,	43	35
“ to Peabody,	43	35
“ to Danversport,	48	40
“ to Danvers,	48	40
“ to Middleton,	63	55
“ to Beverly,	48	40
“ to Beverly Farms,	63	50
“ to Manchester,	70	60
“ to Magnolia,	(New Station.)	70
“ to Gloucester,	\$0 90	70
“ to Rockport,	1 00	90

Reduction in Freight Tariff, August 1, 1872.

	Old Tariff.	New Tariff.
	Cents.	Cents.
Boston to Lynn,	5½	4
“ to Salem,	7½ 4½	5 3
“ to Lawrence,	10 6¼	9 4
“ to Newburyport,	11½ 8½	9 7
“ to Amesbury,	13¼ 8¾	10 7
“ to Seabrook,	13¼ 10½	10 9
“ to Portsmouth,	16 10½	10 8
“ to Portland,	28¾ 12½	15 9
	23	10

BOSTON AND PROVIDENCE RAILROAD CORPORATION, PRESIDENT'S OFFICE, }
 BOSTON, November 20, 1872. }

To the Hon. Railroad Commissioners of Massachusetts:

GENTLEMEN,—In reply to the three inquiries contained in your circular of the 30th September, I have to say that no changes have been made in our passenger or freight tariffs during the past year.

The public have seemed to be satisfied that they were reasonable enough already, and to have been much better pleased with the additional facilities we have furnished them, in making many improvements at our stations for their accommodation, in enlarging our equipment so as to insure promptness and despatch in transportation, and in multiplying, at a very large cost, the number of our trains, than they would be by any reduction in the rates of freight or passenger service. Respectfully, your obedient servant,

JOHN H. CLIFFORD, *President.*

NEW HAVEN AND NORTHAMPTON COMPANY, }
 NEW HAVEN, CONN., November, 1872. }

MESSRS. C. F. ADAMS, JR., A. D. BRIGGS, and F. M. JOHNSON, *Gen'l R. R. Com'rs.*

GENTLEMEN:—Referring to your circular of September 30th, 1872, concerning our freight and passenger charges, I have to say, that our company issued its last freight tariff November 1st, 1871, making a reduction of about 20 per cent. in the rates previously charged for the transportation of merchandise, produce, coal, &c., and its last passenger tariff June 1st, 1872, reducing its fares from 3½ cents to 3 cents for short, and 2 8-10 cents per mile for long travel. These reductions amounted on the freight receipts of 1870-71 to about \$65,000, and on the passenger receipts of the same year to \$20,262.80, and were made on all the passenger and freight business equally, and not on any particular interest or locality.

Previous to July, 1869, that portion of our road in Connecticut, south of Granby, was leased to the New York & New Haven Railroad Company, and the rates for the transportation of freight by them were much higher than those charged since by this company. For the past three years the receipts of the road for the transportation of freight have increased regularly, as will be seen by reference to the annexed table of freight receipts. I do not think, however, that the reduction of November, 1871, has increased the freight traffic of the road, to any extent, for while the freight receipts are \$104,263.64 in excess of the receipts for freight in 1870-71, it must be remembered that the Holyoke Branch was opened October 16th, 1871, for the

transportation of freight, and the receipts for the transportation of freight to and from Holyoke, amounting to \$72,860.38, are included in our returns for the past year, which with the growth of towns on the line of the road would have produced an increase of business if the reduction had not been made greater than we have realized.

Previous to July, 1869, the freight tariffs were much higher than at any time since, and special contracts were made with the principal manufacturers, but since then, no special contracts have been made for the transportation of freight, but *equal and uniform tariff rates* have been made for all our patrons as low as consistent with the expense of operating the road, and a reasonable addition for the capital invested; and I believe that our patrons are better satisfied with this practice than with the old system of special contracts and unequal charges.

Roads situated like the New Haven and Northampton Railroad, with a limited amount of business on its lines, are obliged to charge on the existing business enough to meet their obligations, and no reduction that they can make and still pay their operating expenses, interest and taxes, will materially increase their traffic, and must necessarily decrease their receipts. Still there is a great amount of transportation in Western produce and manufactured goods to the West, that must be done at rates that do not pay much profit, to place manufacturers on the line of the road on equality with their competitors on the line of other roads, and in a position to compete with the increasing manufacturing interests in Western markets; this our company have done and is still doing. The reduction of fares made June 1st, 1872, has not increased the passenger business of the road, but has been an entire loss; for while the receipts, as shown by the annexed table of passenger receipts of 1870-71 without any reduction, were \$18,855.23 in excess of the receipts of 1869-70, and those of 1871-72 increased before June, the result for the year, including the receipts of the Holyoke Branch, is a falling off of \$4,253.39 in passenger receipts; and the further fact that the road carried in 1870-71 255,023 passengers, or 5,225,344 passengers one mile at 3.21 per mile, and in 1871-72 345,629 passengers, or 6,346,357 passengers one mile at 2.75 per mile, being 9,394 less passengers carried 1,121,013 more miles, shows that notwithstanding the reduced rates, the short fares which would have been increased (if any) by the reduction, have fallen off, and the long fares increased, and the increase of the long travel being between the towns on the northerly end of our road, and New Haven and New York, I believe it is from the increasing populations of these towns, and not from any reduction of fares. While exorbitant charges for freight and passenger transportation by railroad companies will doubtless impede the increase of business, and the growth of the villages

on their lines, it is also clear that a reduction of rates below a fair and reasonable standard will not not increase their receipts.

Yours truly,

CHAS. N. YEAMANS, *Vice-President.*

New Haven & Northampton Company.

Freight Receipts.

MONTHS.	1869-70.	1870-71.	1871-72.
October,	\$23,550 31	\$30,305 81	\$38,333 75
November,	26,576 52	31,545 42	38,540 63
December,	26,011 96	25,238 95	35,198 78
January,	18,719 46	20,689 27	27,188 81
February,	20,456 63	18,226 01	28,816 64
March,	25,670 68	25,470 49	40,755 37
April,	26,165 99	23,392 19	49,290 21
May,	26,304 05	29,109 87	44,094 73
June,	27,040 34	27,498 89	34,376 38
July,	23,995 85	29,614 25	33,383 79
August,	27,575 28	35,821 07	32,491 54
September,	30,591 10	37,903 76	36,618 99
	\$302,658 17	\$334,815 98	\$439,089 62

Passenger Receipts.

MONTHS.	1869-70.	1870-71.	1871-72.
October,	\$11,298 65	\$14,361 40	\$15,514 44
November,	12,318 03	14,864 75	14,361 94
December,	11,165 67	14,085 66	14,201 52
January,	11,594 28	11,845 28	12,046 73
February,	9,360 33	11,062 27	11,734 75
March,	12,531 45	14,703 48	13,082 60
April,	12,810 85	14,325 26	14,416 19
May,	13,112 81	14,453 57	13,952 09
June,	12,686 00	13,727 24	12,933 68
July,	17,219 07	17,797 00	17,896 28
August,	19,500 89	19,316 40	18,557 64
September,	16,296 29	18,207 24	15,798 30
	\$159,894 32	\$178,749 55	\$174,496 16

CONNECTICUT RIVER RAILROAD COMPANY, PRESIDENT'S OFFICE, }
SPRINGFIELD, MASS, November 15, 1872. }

CHAS. F. ADAMS, Jr., *Chairman, &c.*:

DEAR SIR,—Referring to your printed letter of September 30th, I have to reply to inquiry No. 1, that during the year our passenger rates have been reduced on an average 7 per cent. and our merchandise rates an average of 18 per cent.

In reply to question No. 2 I have to say that the reductions were general.

In reply to the last question (No. 3) I can say that our receipts are very considerably less than they would have been at the old rates, but we cannot point to any marked changes in the details of our income.

Yours truly,

D. L. HARRIS, *President.*

[G.]

EXAMINATION OF RAILROADS.

The following railroads have been carefully examined by the Commissioners during the year, to wit:—

The Athol & Enfield,

Boston & Albany and its branches,

Boston, Clinton & Fitchburg,

Boston, Hartford & Erie,

Connecticut River and its branches,

Eastern and its branches,

Old Colony and its branches,

New Haven & Northampton and its branches,

Vermont & Massachusetts and its branches,

and most of the other roads in the State have had a less thorough inspection. Some of them were found in good, and others in a less satisfactory condition, and the officers of the latter were notified of the defects noticed, with request that they should be remedied at once. In some cases this has been done, in others it has been promised, and in still others the Board has had no official response to its communication. If upon another examination the required changes and repairs do not appear to have been made, the facts will be presented to the Attorney-General in accordance with law. It appearing that several roads were still using "common switches" in main tracks which had been laid since the passage of the law requiring "Safety switches" (chapter 24 of Acts of 1871), the matter was referred to the Attorney-General, and this Board believes that the required changes have been made by substituting the "Tyler Safety Switch." In examining the railroads the Board has often noticed the lack of judgment shown in laying the tracks, and in the subsequent care of them. There is but little system displayed in the selection of the sleepers, and placing those of similar size together, where there is great disparity in the sizes used, and large and small are placed side by side indiscriminately. The small sleepers soon settle into the ballast of the road-bed, leaving the larger ones to support the rail. Another, and quite as injurious to the rails, is the custom of placing sleepers of hard and soft timber side by side. Upon railroads of heavy traffic the sleepers are *cut* out, or *worn* out, before they decay, the rails in many cases settling into the softer kinds of timber used, two inches, and sometimes more, while a hard-wood sleeper alongside the softer one, is comparatively uncut. On some

roads the practice still prevails of laying the rails in *chairs* at the joints, instead of with *fish-plates* and bolts. The rails should be placed directly upon the sleepers without the interposition of chairs or plates. These cause a shock or jar to be communicated to the rolling stock, at every joint of rail. The track at the joints of rails should be, if possible, as stiff as the rails are in the middle, so that it may be as nearly as possible a continuous and uniform structure. The advantages of this method are so generally understood and appreciated in practice as seemingly to need no argument in its support. The Old Colony Railroad, upon taking possession of some of the lines now under its control, found important sections of track laid with chairs, and has found profit in having the rails upon fifty miles of such track drilled by hand-power, and the joints connected with fish-plates, at a cost considerably exceeding what it would have been to have had the drilling done before the rails were laid. Aside from the strength which the fish-plate gives to the rail joint, it keeps the joints properly spaced. When chairs are used, particularly upon double-track roads, the rails will “creep,” and the not unfrequent result is that several rails will be drawn close together at the joints, followed by a joint of two and sometimes even three inches opening, and when the rail at such a joint has had a sufficient number of anvil-like blows it breaks, and as these open joints are the most widely open in the coldest weather, from the contraction of the iron, the fracture is attributed to “severe cold” and not, as it should be, to a badly constructed track.

The examination of the Boston & Albany Railroad in June last, led the Board to the opinion, in consequence of the immense increase in the freight and passenger business of the road, and the necessarily largely increased weight of its locomotives and other rolling stock, that a considerable number of the bridges upon it were not as strong as they should be, and this belief was communicated to the President of the road in July, in the following extract of letter to that officer.

[Copy.]

To the President of the Boston & Albany Railroad Company :

SIR,—In the examination of the Boston & Albany Railroad by the Commissioners during the last month (June), the observed deflections and vibrations of many of the bridges under a passing load of a light train, and subsequent calculations of the strain to which some of them are liable to be subjected every day, are not calculated to give confidence in their stability or safety.

Many of the bridges have been built and in use from 18 to 25 years, and were originally calculated and designed for a much lighter duty than they are now required to perform. This is especially true of the *double-track bridges* which were built between 1847 and 1854. The trusses in most of those bridges are lighter than those usually built during the last 10 years for *single-track* service;

and tested by the formulas generally used by engineers of the present day for calculating the necessary sizes and dimensions of the several parts, are entirely beyond the considered limit of safety. This is particularly true of the bridges known as "Tuttle Bend," "Wilcox's" and the 4th, 5th and 6th bridges above Middlefield, west of Connecticut River, and those known as "Blair's," "Trowbridge's," "Whipple's," "Patrick's," "Moore's Pond" and "New Worcester" bridges, between Palmer and Worcester. While these bridges, and others, may not be positively unsafe for the trains which will, *of necessity*, come upon them, such as single trains at moderate speed, we consider that the loads which *may*, and are liable to come upon them daily, such as trains passing in opposite directions at the same time and at great speed, would strain them far beyond a safe limit.

* * * * *

This communication led to an interview between the Board and the General Manager of the Road, and an examination of some of the bridges by Mr. James Laurie, civil engineer. The subject is one of great general interest to all railroad corporations; as, owing to the increased weight of locomotives and rolling stock, railroad bridges, not only in this country but in Europe, are continually subjected to strains far in excess of any contemplated at the time of their construction. On both continents this fact has not unfrequently led to catastrophes of the worst description. The report of Mr. Laurie, so far as it is of general application, is therefore printed herewith, and a thorough inspection of their bridges to see that they come up to the standard therein laid down, is very earnestly recommended to all the railroad corporations of the State.

HARTFORD, December 13th, 1872.

To the Board of Railroad Commissioners of the State of Massachusetts, and the President of the Boston & Albany Railroad Company:

GENTLEMEN,—Having been requested through A. D. Briggs, Esq., one of the Board of Railroad Commissioners, to examine several of the bridges on the Boston & Albany Railroad, and to report upon their condition, and having attended to this duty, I respectfully submit the following report:—

The bridges examined were six in number, in the vicinity of Warren, east of the Connecticut, to which Mr. Briggs, who accompanied me, directed my attention. Sketches of these bridges, with the strains to which the several members are subjected in ordinary use, will be found in the Appendix.

As the object in making the examination was to determine the safety and sufficiency of the bridges, it may be proper briefly to refer to the rules which have been adopted in Europe and in this country, based on the results of experience in proportioning the strength of such structures.

In England the strength of railroad bridges is placed under the control and regulation of the Board of Trade, and no new road can be opened for public use until the bridges have been examined and tested by officers acting under their authority, and a certificate obtained of the sufficiency of the structures.

By the Board of Trade regulations, wrought-iron used in the construction of railroad bridges cannot be subjected to a greater strain than four tons of 2,240 lbs. in compression; and five tons net section, in tension; when the bridge in addition to its own weight is loaded with the heaviest class of locomotive engines,

which load is generally assumed to vary from one ton per running foot for each track on the longer bridges to one and one-half tons on the shorter ones.

In testing, the general practice is to run trains of locomotives with their tenders or cars of equivalent weight, at high rates of speed across the bridges, first in the same direction, and then in opposite directions when there are two tracks, as is generally the case, meeting in the centre of the spans.

On the tensile and compressive strengths of ordinary plate, **T**, and angle iron, of which the English bridges are mainly constructed, are respectively twenty and sixteen tons, gross, per square inch, the strains allowed are equivalent to *one-fourth* of the breaking strength.

The term *factor of safety* is applied to the ratio of the ultimate or breaking strength to the working strain, which in the above case is four, but English engineers at the present time rarely work down to this minimum, and more generally adopt five, or one-fifth of the breaking strength.

In France the government regulations require that for wrought-iron railroad bridges "no part shall be strained to exceed six kilogrammes per square millimetre" i. e. 3.81 tons per square inch, but as in tension this embraces the gross section in riveted plates, the *factor of safety* is nearly the same as in England.

The government inspectors, however, appear to rely more upon actual tests than on calculations of the strains when granting a certificate.

The first test is made by applying a *dead load* on the bridge. For spans under twenty metres (66' 5") a dead load of 1.5 tons per running foot is distributed upon each single track, and for spans exceeding twenty metres a dead load of 1.2 tons per foot. In some cases, however, permission is given to reduce the load to 1.05 tons per foot.

The second test is to run across the bridge with a train composed of two engines with their tenders loaded so as to weigh each 60 tons, with a sufficient number of cars attached to cover one span loaded with twelve tons each, at a speed of twelve to twenty-four miles an hour.

The third and last test is to run a train composed of two locomotives and tenders weighing seventy-five tons each, with wagons loaded as in ordinary passenger trains at a speed of from twenty-five to forty-three miles an hour.

For bridges carrying two tracks the trains are made to traverse each line, first in parallel, and then in opposite directions, so that the trains pass at the centre.

The railroad bridges in both England and France, when not built of brick or stone arches, are mainly constructed of wrought-iron, which, not being subject to material depreciation in strength from time or continued use, no periodical inspection is made by the government officers, although when their attention is called to any indication of failures, it is their practice, if not their duty, to examine and determine what ought to be done.

In the United States there is no government inspection or testing of bridges required before a railroad can be opened for public use, but in several of the States, railroad commissioners, under State laws, are required to examine into their condition and sufficiency.

On the first introduction of railroads into this country the bridges were built mainly of timber, and on all the various plans which had been in use for common travel; and, when iron was in part adopted, high working strains were used, with a view of bringing the cost to approximate to that of a bridge constructed wholly of timber.

At this early period the railway superstructure, the locomotives and the cars were of much lighter construction than now, and the bridges having a less load to support, were also of much less strength.

About 1848-50, some bridges were constructed wholly of iron, but of weak proportions; one of sixty-six feet span on the Erie Railroad broke down, the ordinary working strain on which was found to be thirteen to fifteen tons per square inch of the wrought-iron used, and this led to the removal of a number of others constructed on the same plan.

The strains on many other bridges which have failed in different parts of the country, have been found, on the failing parts, to be twelve to fifteen tons and upwards per square inch.

On many of the great trunk lines, during the last fifteen years, iron bridges have been substituted for the timber ones. Some of the first on the New York Central Railroad were built of lighter proportions than the English standard, which they now adopt.

The Pennsylvania Central, and Baltimore & Ohio Railroads have replaced most of their timber bridges with iron ones, and after several failures have adopted a *rolling load* of one and one-half tons per running foot, or fifty per cent. more than has heretofore been generally estimated on.

On the New England railroads the proportions and plans of the bridges are very variable, the *factor of safety* has been mainly left to be determined by the contractor, who, receiving a price per running foot for their construction, his interest has been in one sense in opposition to making them strong and costly, while on the other his reputation as a bridge builder would suffer by a failure; but the one being a certainty and the other contingent, the result is that in many cases the strength has been reduced to a minimum; and, perhaps, the only reason that there are not many more failures is the perfect workmanship and selected material used in their construction. But absolute safety against all contingencies of unsound material, imperfect workmanship and unseen decay can only be obtained by a large excess of strength.

Rolling Load.

Within the last thirty years, the weight of the locomotive and cars used on railroads has fully doubled, so that the rolling load which bridges have now to sustain is largely increased.

Locomotive engines of the class of the "Onward" and "Mariposa," on the Boston & Albany Railroad, of which there are upwards of 90 on the road, weigh with their tenders, when in running order, fifty-five and four-tenths tons, the length between the extreme wheels is forty-two feet, giving a load of 1.32 tons per running foot. Two of such engines coupled together have a length of ninety-three feet between the extreme bearing wheels, and give a load of 1.191 tons per foot. With three of them coupled, which is a common occurrence during the winter when clearing the track of snow, the length is one hundred and forty-one feet and the load 1.154 tons per foot. The bridges, therefore, have to support the following rolling loads per foot:—

When span of bridge	42 feet,	rolling load	55 4-10 tons	= 1.22	per r. ft.
" " " "	93 "	"	110.8 tons	= 1.191.	" " "
" " " "	144 "	"	166.2 tons	= 1.154	" "

The driving-wheels of the locomotives mentioned are seven feet nine inches apart from centre to centre, and the load upon them when drawing a train is probably twenty-five tons, which load the bolts of each panel have to sustain in addition to the accumulated strain from the load on the other panels of the bridge.

On most railroads there are occasional loads which are much in excess of the ordinary. I am informed that last year a Fairlie Double-Ender Engine, weighing sixty to seventy tons, was run over the Boston and Albany Railroad. My informant did not know its length, but as it was turned on a fifty-foot turntable, its bearing wheels could not have been more than this distance apart, which would give from 1.2 to 1.4 tons weight per running foot.

Two of the centre-beams suspension bolts were broken by the passage of this engine.

During the present year a steamer's shaft, reported as weighing forty tons, was sent from Boston to San Francisco by rail. It was carried over the Boston and Albany road loaded on two platform cars, the weight resting mainly on two of the trucks. In this case the load was probably not less than one and a quarter tons per foot. There are six locomotives larger and heavier than the "Onward" class in use on the Albany end of the road, which have occasionally been run over the Boston end, but I have not been furnished with their weight or dimensions.

Weight of Bridge and Load.

The bridges examined vary in span from 59' 7" to 113' 9". They are all constructed on the plan known as Howe's Truss, which is one of the best for a combined timber and iron structure. Each bridge accommodates two railway tracks and is composed of two trusses, with a centre-beam supported by bolts from roof trusses, which support the floor beams in the middle.

The weight of the bridge and other loads to be supported, is estimated as follows for one hundred feet spans:—

Pine and oak timber,	190,000 lbs.
Wrought and cast iron,	30,000 "
Snow on roof=2 inches of water,	30,000 "
Additional iron to strengthen bridge,	10,000 "
Additional timber to strengthen bridge,	40,000 "
Rolling load, one ton per running foot for each track,	400,000 "
Weight of bridge and load,	700,000 lbs.

Which is equal to seven thousand lbs., or three and a half tons per running foot.

The estimate of strains which will be found in the Appendix, is based on this assumed load of three and a half tons per running foot of bridge.

The rolling load of one ton per foot, for each track, it will be observed, is less than that due to the weight of the heavier locomotives, but as the bridges have been in use for eighteen to twenty-two years, and the iron in them has been well tested, I would consider them perfectly safe when strengthened up in the manner to be presently mentioned.

Safe Working Strains for Iron and Timber.

The next question to be determined is the safe working strains for the materials used in the construction of the bridges.

Wrought Iron.—The ultimate strength of wrought iron of good quality, in the form of round bolts, is found to be about twenty-seven tons of 2,000 lbs. per square inch, being fully one-fifth stronger than plate or angle iron made from the same stock. Its limit of elasticity, or the power of returning to its former

length after the removal of a stretching load, varies from nine to twelve tons per square inch. As the bolts used are not *upset* or enlarged at the ends, the cutting of the screw-threads reduces the strength about eight per cent., leaving the ultimate or breaking strength of the bolts at about twenty-five tons per square inch, and, with a *factor of safety of four*, we get six and a quarter tons per square inch as the working strain. But iron of a very superior quality when rolled to order and subjected to test, may be relied upon when used in timber bridges for a strain of seven tons per square inch.

Pine Timber.—In *tension*, a safe working strain for the net section of pine timber is eight hundred to one thousand lbs. per square inch, depending on the soundness and quality of the timber.

In *compression*, the safe working strain is governed by the length and dimensions of the timbers. When the length unsupported does not exceed six diameters, or six times the side of the least dimension, good pine timber will support with safety, 1,000 lbs. per square inch.

When 8 diameters in length,	. . . . .	950	"	"
" 10	"	900	"	"
" 12	"	850	"	"
" 14	"	800	"	"
" 16	"	750	"	"
" 18	"	700	"	"
" 20	"	600	"	"

In the bridges under consideration the upper chord timbers are only twelve to fourteen diameters in length unsupported, and will therefore safely bear eight hundred lbs. per square inch of their gross section; and the braces being generally fourteen diameters in length, will bear eight hundred lbs. per square inch.

Strength of the Bridges.

The following are the strains on the several bridges,—assuming that the dead and rolling loads together, are three and a half tons per running foot for the two tracks:—

No. 1. *Moore's Pond Bridge.*—This is much the weakest of the six examined. The first, second and third sets of bolts are respectively strained 14.40, 13.16 and 11.18 tons per square inch.

The first and second sets of braces are strained 1,201 and 882 lbs. per square inch. On the lower chords the strains on the six central panels are from 1,214 to 1,446 lbs. per square inch; and on the three central panels of the upper chord 1,012 to 1,156 lbs. per square inch.

One of the lower chords of this bridge having shown unmistakable signs of pulling apart, was replaced by one of the same dimensions.

No. 2. *Patrick's Bridge.*—The first and second sets of bolts are strained 12.4 and 9.73 tons per square inch. The braces and chords are sufficient.

No. 3. *Decker's Bridge,*—has a strain of 8.66 tons per square inch on the first set of bolts. The braces and chords are sufficient.

No. 4. *Whipple's Pond Bridge.*—The first, second and third sets of bolts are strained 11.91, 10.48 and 10.48 tons per square inch; and the first set of braces

1,033 lbs. per. square inch. On the lower chords, the strains on the five central panels are from 885 to 933 lbs. per square inch, and the middle panel of the upper chord is strained 834 lbs.

No. 5. *Trowbridge Bridge*.—The first and second sets of bolts are strained 13.01 and 8.67 tons per square inch, and on the first set of braces the strain is 1,000 lbs. per square inch. The chords are sufficient.

No. 6. *Blair's Bridge*.—The first, second and third set of bolts are strained 12.24, 10.81 and 10.24 tons per square inch. The first set of braces 925 lbs., and on the five central panels of the lower chords the strains vary from 844 to 938 lbs. per square inch. The upper chords are sufficient.

There will be no difficulty in strengthening the trusses of these bridges by putting in the additional bolts and timbers required by the calculations, with the exception of No. 1, which is weak throughout. To bring it up to the standard will cost about 40 per cent. of that of erecting a new bridge. The additional iron required to strengthen the trusses of the six bridges will be about 20,000 lbs.

The foregoing statements refer to the trusses only. The suspended centre-beam which is introduced and takes the place of a middle truss is one of the weak points in all the bridges.

For each panel in length there is a roof truss having a $1\frac{1}{2}$ inch king-bolt supporting the tie-beam, and from this two bolts of $1\frac{1}{2}$ inch diameter are carried down at one angle to support the centre-beam upon which the floor timbers rest. Each panel has four to six beams, generally $6'' \times 12''$ or $6'' \times 13''$ —two or three of which in every panel stretch across from chord to chord—the others breaking joints on the centre-beam.

The suspension bolts have to support this beam, also a portion of the weight of the floor beams, track strings, cross-ties and rails in each panel of $9'10''$ to $11' 11''$ —say, 5 tons

They have also to carry one-half of the concentrated load on each track for one panel,—say one-half the weight on the driving-wheels of two locomotives, 25 “
—
30 tons

And, as the suspension bolts are not vertical, but are placed at an angle, each of them in succession has to carry the greater part of the load.

Assuming that one bolt carries the whole, the strain will be equal to seventeen tons per square inch. Originally these bolts were only $1\frac{1}{4}$ inches diameter, but some sixteen to twenty of them having broken under the passage of trains, $1\frac{1}{2}$ inches were substituted. With $1\frac{1}{4}$ inch bolts the strain must have been, about $23\frac{1}{2}$ tons per square inch, approaching very near to the ultimate strength, and as we have seen in some cases exceeding it.

Although none of the $1\frac{1}{2}$ inch bolts have yet broken, they are subjected to entirely too great a strain.

On the failure of these suspension bolts, the only thing to prevent the trains breaking through is the elastic strength of the two or three long floor beams in a panel, but the strains upon them must be nearly equal to their ultimate strength. The breaking strength of a floor beam, uniformly loaded, twenty-five

feet long between supports, and $6'' \times 13''$ is about $16\frac{1}{4}$ tons, and two of them would just support 32 tons, while the load coming upon them in the event of failure of the suspension bolts, as above stated, is 30 tons. In these calculations I neglect any strength that may be derived from the rail-strings and iron rails, for if they happened to break joints near the failing suspension bolts they would give but little support.

As a precaution against accident I would recommend that all the short floor beams be removed, and new ones inserted, stretching from chord to chord. This, however, will not obviate the necessity of additional suspension bolts, as the deflection of the floor beams, unsupported by the centre-beam, would be too great for safety at high speeds, and as the present trusses which support the suspension bolts are already taxed to their ability, it will be necessary either to strengthen them or to put in intermediate ones. In this case the bolts could be suspended vertically, and their full strength obtained.

* * * * *

Were new bridges to be constructed, either of iron or timber, I would recommend that they be proportioned with an assumed rolling load of three tons per running foot, added to the weight of the bridge for a double-track, and with not less than 4. as the factor of safety.

Respectfully submitted,

JAMES LAURIE, *Civil Engineer.*

APPENDIX.

No. 1.

Moore's Pond Bridge, built 1854—10 panels of $11' 4\frac{1}{2}'' = 13' 9''$.

Depth of Truss C. to C. of chords, 20 feet.

Strain on Braces=Strain on Bolts $\times 1.14$.

Bottom Chord, $2 \times 6\frac{1}{2} \times 12\frac{1}{2} = 156.25$ sq. in.

“ $2 \times 5\frac{1}{2} \times 12\frac{1}{2} = 137.50$ “

293.75 sq. in.

Top Chord, $23\frac{1}{2} \times 10 = 235.00$ sq. in.

				Weight Supported.	Sec. Area of Bolts.	Strain on Bolts.	
Bolts,	1st Set,	102' $4\frac{1}{2}'' \times 3\frac{1}{2}$	tons per foot run=	358.31 tons \div 24.88 in.=	14.40 tons per sq. in.		
“	2d “	79' $7\frac{1}{2}'' \times$	“	=278.69 “ \div 21.20 in.=	13.16 “	“	“
“	3d “	66' $10\frac{1}{2}'' \times$	“	=199.06 “ \div 17.80 in.=	11.18 “	“	“
“	4th “	34' $1\frac{1}{2}'' \times$	“	=119.44 “ \div 17.80 in.=	6.71 “	“	“
“	5th “	11' $4\frac{1}{2}'' \times$	“	= 39.81 “ \div 5.93 in.=	6.71 “	“	“
				Weight Supported.	Sec. Area of Braces.	Strain on Braces.	
Braces,	1st Set,	102' $42\frac{1}{2}'' \times 3\frac{1}{2}$	tons $\times 1.14 =$	408.47 tons \div 680 in.=	1,201 lbs. per sq. in.	14 dia.	
“	2d “	79' $7\frac{1}{2}'' \times$	“	=317.70 “ \div 720 in.=	882 “	“	“
“	3d “	56' $10\frac{1}{2}'' \times$	“	=226.93 “ \div 720 in.=	630 “	“	“
“	4th “	34' $1\frac{1}{2}'' \times$	“	=136.16 “ \div 640 in.=	425 “	“	16 dia.
				Weight Supported.	Two-thirds Sec. Area of Chords.	Strains on Lower Chords.	
Lower Chord,	1st panel,	Horiz.	Strain=	101.90 tons \div 391.67 in.=	520 lbs. per sq. in.		
“	2d “	“	“	=185.15 “ \div 391.67 in.=	925 “	“	“
“	3d “	“	“	=237.75 “ \div 391.67 in.=	1,214 “	“	“
“	4th “	“	“	=271.72 “ \div 391.67 in.=	1,388 “	“	“
“	5th & 6th panels,	“	“	=283.04 “ \div 391.67 in.=	1,446 “	“	“

				Strain on Upper Chord.			
Upper Chord,	2d panel,	Horiz.	Strain=101.90 tons÷	470 in.=	433 lbs.	per sq. in.	
"	3d "	"	=181.15 "	÷ 470 in.=	771 "	"	"
"	4th "	"	=237.75 "	÷ 470 in.=	1,012 "	"	"
"	5th & 6th panels,	"	=271.75 "	÷ 470 in.=	1,156 "	"	"

The North Lower Chord of this Bridge was pulled apart, and was replaced by one of the same dimensions.

No. 2.

Patrick's Bridge, Skew, built 1854,—7 panels of 9' 10''=68' 10''.

Height of Truss C. to C. of Chords, 18' 1''.

Strain on Braces=Strain on Bolts×1.13.

Bottom Chord,					2×5'' ×12''=120	sqr. inches.
					2×5½'' ×12''=132	"
						252

Top Chord,					21'' ×10''=210	sqr. inches.
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				Weight Supported.	Sec. Area of Bolts.	Strain on Bolts.
Bolts, 1st Set,	59' 0'' ×3½	tons per foot	=206.5	tons÷16.584 in.	=12.46	tons per sq. in.
" 2d "	39' 4'' ×	"	=137.66	" ÷14.136 in.	=9.73	" "
" 3d "	19' 8'' ×	"	=68.83	" ÷11.872 in.	=5.80	" "

				Weight Supported.	Sec. Area of Braces.	Strain on Braces.
Braces, 1st Set,	59' 0'' × 3½	tons × 1.13	=233.34	tons÷	576 in.	=812 lbs. per sq. in. 14 dia.
" 2d "	39' 4'' ×	"	=155.55	" ÷	576 in.	=540 " " "
" 3d "	19' 8'' ×	"	=77.77	" ÷	576 in.	=270 " " "

				Weight Supported.	Two-thirds Sec. Area of Chords.	Strain on Chords.
Lower Chord, 1st panel,	Horiz.	Strain=	56.14	tons÷	336 in.	=340 lbs. per sq. in.
" 2d "	"	"	=93.56	" ÷	336 in.	=557 " "
" 3d, 4th & 5th panels,	"	"	=112.27	" ÷	336 in.	=668 " "

Upper Chord, Centre panel,	Horiz.	Strain=	112.27	tons÷	420 in.	=535 lbs. per sq. in.
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Lateral Bracing,—partly out.

No. 3.

Decker Bridge, 2 Spans, Skew, built 1852,—5 panels of 11' 11''=59' 7''.

Height of Truss C. to C. of Chord=20' 1½''.

Strain on Braces=Strain on Bolts×1.17.

Bottom Chord,					1×5½×12=63	sqr. inches.
					1×5½×12=66	"
					2×6=12=144	"
						273

Top Chord,					2×9 ×13=234	sqr. inches
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				Weight Supported.	Sec. Area of Bolts.	Strain on Bolts.
Bolts, 1st Set,	47' 8'' ×3½	tons per foot	=166.83	tons÷	19.24 in.	=8.66 tons per sq. in.
" 2d "	23' 10'' ×	"	=83.42	" ÷	14.12 in.	=5.91 " "

				Weight Supported.	Sec. Area of Braces.	Strain on Braces.
Braces, 1st Set,	47' 8'' × 3½	tons × 1.17	=195.19	tons÷	648 in.	=605 lbs. per sq. in.
" 2d "	23' 10'' ×	"	=97.60	" ÷	648 in.	=302 " "

				Weight Supported.	Two-thirds Sec. Area of Chords.	Strain on Chords.
Lower Chord, 1st panel,	Horiz.	Strain=	49.46	tons÷	364 in.	=272 lbs. per sq. in.
" 2d, 3d & 4th panels,	"	"	=74.19	" ÷	364 in.	=408 " "

Gross Sec.

Upper Chord, Centre panel,	Horiz.	Strain=	74.19	tons÷	468 in.	=317 lbs. per sq. in.
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No. 4.

Whipple's Pond Bridge, Skew, built 1854,—9 panels of 10' 7"=95' 3".

Height of Truss C. to C. of Chords,—20 feet.

Strain on Braces=Strain on Bolts \times 1.13.

Bottom Chord, $2 \times 5\frac{1}{2}'' \times 13'' = 143$ sq. inches.

" $2 \times 6 \times 13 = 156$ "

299 sq. inches.

Top Chord, $2 \times 5\frac{1}{2} \times 10 = 110$ sq. inches.

" $1 \times 12\frac{1}{2} \times 10 = 125$ "

235 sq. inches.

				Weight Supported.	Sec. Area of Bolts.	Strain on Bolts.
Bolts, 1st Set,	84' 8''	$\times 3\frac{1}{2}$	tons per foot run=	296.33 tons \div	24.87 in.=	11.91 tons per sq. in.
" 2d "	63' 6''	\times	"	=222.25 "	\div 21.20 in.=	10.48 " "
" 3d "	42' 4''	\times	"	=148.17 "	\div 14.13 in.=	10.48 " "
" 4th "	21' 2''	\times	"	= 74.08 "	\div 11.87 in.=	6.24 " "

				Weight Supported.	Sec. Area of Braces.	Strain on Braces.
Braces, 1st Set,	84' 8''	$\times 3\frac{1}{2}$	tons \times 1.13=	334.85 tons \div	648 in.=	1,033 lbs. per sq. in. 14 dia.
" 2d "	63' 6''	\times	"	=251.14 "	\div 648 in.=	675 " " "
" 3d "	42' 4''	\times	"	=167.43 "	\div 576 in.=	581 " " 16 dia.
" 4th "	21' 2''	\times	"	= 83.71 "	\div 576 in.=	290 " " "

				Weight Supported.	Two-thirds Sec. Area of Chords.	Strain on Lower Chords.
Lower Chord, 1st panel, Horiz.			Strain=	78.4 tons \div	398.66 in.=	393 lbs. per sq. in.
" 2d "			"	=137.2 "	\div 398.66 in.=	688 " "
" 3d "			"	=176.4 "	\div 398.66 in.=	885 " "
" 4th, 5th & 6th pls.,			"	=196.0 "	\div 398.66 in.=	983 " "

Gross Sec.

Upper Chord, Centre panel, Horiz. Strain=196.0 " \div 470.00 in.= 834 lbs. per sq. in.

This Bridge has Spur Braces, but two of them are broken, and give little support. The above calculation of strains takes no account of them.

One splicing piece in lower chord, near centre of Span, is broken.

No. 5.

Trowbridge Bridge, 2 Spans, Skew, 1850,—7 panels of 11' 11"=85' 5".

Height of Truss C. to C. of Chords, 20 feet.

Strain on Braces=Strain on Bolts \times 1.15.

Bottom Chord, $2 \times 5\frac{1}{2}'' \times 12'' = 132$ sq. inches.

" $2 \times 6 \times 11 = 144$ "

276 sq. inches.

Top Chord, $2 \times 13 \times 9 = 234$ sq. inches.

				Weight Supported.	Sec. Area of Bolts.	Strain on Bolts.
Bolts, 1st Set,	71' 6''	$\times 3\frac{1}{2}$	tons per foot=	250.25 tons \div	19.24 in.=	13.01 tons per sq. in.
" 2d "	47' 8''	\times	"	=166.83 "	\div 19.24 in.=	8.67 " "
" 3d "	23' 10''	\times	"	= 83.42 "	\div 16.58 in.=	5.04 " "

				Weight Supported.	Sec. Area of Braces.	Strain on Braces.
Braces, 1st Set,	71' 6''	$\times 3\frac{1}{2}$	tons \times 1.15=	287.79 tons \div	576 in.=	1,000 lbs. per sq. in. 16 dia.
" 2d "	47' 8''	\times	"	=191.86 "	\div 576 in.=	666 " " "
" 3d "	23' 10''	\times	"	= 95.94 "	\div 576 in.=	333 " " "

			Weight Supported.	Two-thirds Sec. Area of Chords.	Strain on Lower Chords.
Lower	Chord,	1st panel, Horiz.	Strain=74.66 tons÷	368 in.=	406 lbs. per sq. in.
	"	2d "	=124.43 "	÷ 368 in.=	676 " "
	"	3d, 4th & 5th pls.,	=149.32 "	÷ 368 in.=	812 " "
Upper	Chord,	Centre panel, Horiz.	Strain=149.32 tons÷	468 in.=	638 lbs. per sq. in. 12 dia.
One Cast-Iron Brace Block badly broken.					

No. 6.

Blair's Bridge, Skew, built 1854,—9 panels of 10' 4''=93 feet.

Height of Truss C. to C. of Chords, 20 feet.

Strain on Braces=Strain on Bolts $\times 1.13$.

[illegible]

Bolts,	1st Set,	82' 8'' \times 3½	tons	per	Weight Supported.	Sec. Area of Bolts.	Strain on Bolts.
					foot=289.33 tons÷	23.65 in.=12.24 tons per sq. in.	
"	2d	62' 0'' \times	"	"	=217.00	" ÷ 20.07 in.=10.81	" "
"	3d	41' 4'' \times	"	"	=144.66	" ÷ 14.13 in.=10.24	" "
"	4th	20' 8'' \times	"	"	= 72.33	" ÷ 11.87 in.= 6.10	" "

Braces, 1st Set,	82' 8''	× 3½	tons × 1.13 =	Weight Supported.	Sec. Area of Braces.	Strain on Braces.
" 2d "	62' 4''	×	" "	=245.21	" ÷ 684 in.=	956 lbs. per sq. in.
" 3d "	41' 5''	×	" "	=163.46	" ÷ 576 in.=	717 " "
" 4th "	20' 8''	×	" "	= 81.73	" ÷ 576 in.=	567 " "
						284 " "

				Weight Supported.	Two-thirds Sec. Area of Chords.	Strain on Chords.		
Lower	Chords,	1st panel,	Horiz.	Strains=	74.74 tons	÷398.66 in.=	375 lbs.	per sq. in.
"	2d	"	"	=	130.80	" ÷398.66 in.=	656	" "
"	3d	"	"	=	168.17	" ÷398.66 in.=	844	" "
"	4th, 5th & 6th pls.,		"	=	186.86	" ÷398.66 in.=	938	" "

Gross Sec.

Upper Chord, Centre panel, Horiz. Strain= $186.86 \text{ tons} \div 470.00 \text{ in.} = 795 \text{ lbs. per sq. in.}$

Two of the Cast-iron Brace Blocks are broken.

In acknowledgment of receipt of the foregoing report and accompanying communication of this Board, addressed to the President and Directors, the Commissioners received the following letter from the Secretary and Clerk of the Boston & Albany Railroad :—

TREASURER'S OFFICE, BOSTON & ALBANY RAILROAD CORPORATION, }
BOSTON, January 2d, 1873. }

To the Board of Railroad Commissioners :

GENTLEMEN,—I have the honor to inform you that a meeting of the Board of Directors of the Boston and Albany Railroad Company was held this day, at

which your communication of the 19th ultimo, and the Report of Mr. James Laurie, Civil Engineer, were submitted and considered, and it was thereupon

Resolved, That the importance of the subject-matter referred to in the communication of the Board of Railroad Commissioners, and the report of Mr. Laurie, demand that immediate action be taken in relation thereto, and that the Railroad Commissioners may be assured that their suggestions shall receive the consideration to which they are entitled.

Resolved, That Mr. E. S. Philbrick, the Consulting Engineer of the corporation, be directed to make a thorough examination of all the bridges of the company; and that measures be at once taken to overhaul, strengthen or rebuild the same as may be required, until all the bridges on this road are placed beyond question of their safety.

The other suggestions contained in your communication were considered, and committees appointed to investigate and report.

I have the honor be,

Very respectfully, yours,

JAS. A. RUMRILL,
Secretary and Clerk.

[H.]

REPORTS UPON NEWLY CONSTRUCTED RAILROADS.

WOOD'S HOLE BRANCH RAILROAD.

This road extends from Cohasset Narrows station, on the Cape Cod Railroad, to Wood's Hole on Vineyard Sound. The Vineyard Sound Railroad was chartered in 1861, from "Monument," in Sandwich, to Wood's Hole. In 1868 the name was changed to Plymouth & Vineyard Sound Railroad, and the company was also authorized to build a road from "Monument" to Plymouth. Subsequently the franchise between "Monument" and Wood's Hole was conveyed to the Cape Cod Railroad Company, and under that franchise the company has constructed the road known as the Wood's Hole Branch.

The road was opened in July last, and was examined on the 26th of that month. It was then still unfinished, but in a promising condition. The road-bed is of good material, sand and sandy loam, for most of the distance. The ties are large and of good quality, many of them of cedar and brought from Dismal Swamp, Va.; cost 58 cents each delivered at Wood's Hole. The rails weigh 50 pounds per yard, $3\frac{5}{8}$ base and height, mostly of the "Crawshay" brand (English) iron, with wrought-iron fish splicing plates. Has Tyler switches throughout the line. The line is only partially fenced. Highway crossings all at grade. Maximum grade 52.8 feet per mile. Minimum radius of curves 1,500 feet, and that only at wharf at Wood's Hole. Elsewhere, minimum radius of curve 5,280 feet. The rails are well spiked. There is but little masonry on the line. No cattle-guards as yet. Station buildings now going up. There is a long pile-bridge near the north bed of road at Monument. The road is mostly used for pleasure travel *en route* to Nantucket, Martha's Vineyard, and the numerous new places of resort at various points on Vineyard Sound and the islands.

The stations upon this branch are Cohasset Narrows, North Falmouth, West Falmouth, Falmouth and Wood's Hole.

The road is located as close as possible upon the eastern shore of Buzzard's Bay, and is now operated by the Old Colony R. R. Company. At the time of making this examination no telegraph line had been constructed upon it. The Commissioners are not informed whether this deficiency has since been supplied. The practice of operating single-track roads, without the aid of the telegraph at every station, is far

too common both in this State and throughout the United States, and has heretofore been commented upon in the reports of this Board (Third Annual Report p. 137). A reference to the Table No. 66 at the close of this Report will show how much room there still is for reform in this respect.

THE ESSEX BRANCH RAILROAD

was chartered by chapter 183 of Acts of 1869, to construct and maintain a railroad commencing at some convenient point in the town of Essex and thence running through portions of the towns of Ipswich, Hamilton and Wenham or either of them, to some convenient point on the Eastern Railroad, etc., etc.

The road as built commences at Wenham Station, on the Eastern Railroad and runs to the town of Essex, a distance of about 5 miles. It is an exceedingly well built road and in admirable condition for most of the distance. The excavations are wide and well drained and the embankment of good width and the whole line well fenced. The highway crossings are all at grade, and at time of examination the "crossing signs" were not in many cases in accordance with law. The track is of iron, of good pattern, weighing 56 pounds per lineal yard with a good number of ties, and well laid with "Trimble splicing plates" throughout. Pile-bridge near Essex station good and well built. The station buildings at Essex are neat and good. Ladies' and gentlemen's rooms are together, with ticket office in centre; a good arrangement. A good and convenient engine-house and turn-table are located here.

THE HOLYOKE AND WESTFIELD RAILROAD

was chartered by chapter 379, of Acts of 1869 to commence "on Front Street in the town of Holyoke, thence passing through said town, and through the towns of West Springfield and Westfield by way of "Bush's Notch" to some convenient point on the New Haven & Northampton Railroad in the town of Westfield." It was built in 1870 and 1871, having been opened for public traffic Nov. 28, 1871. It is $10\frac{1}{4}$ miles long extending from the Westfield Station of the New Haven & Northampton Railroad to Holyoke. From Westfield it has an ascending grade of 65 feet per mile for $3\frac{1}{2}$ miles, then level for $1\frac{3}{4}$ miles over and across the mountain through Bush's Notch, and then by a descending grade into the Connecticut River Valley, and to Holyoke. On the 3 miles next to Holyoke the descent is at the rate of 70 feet per mile. Notwithstanding the uneven character of the country over which the road passes, 9 miles of the $10\frac{1}{4}$ are of straight line. The sharpest curves are of 955 feet radius. The track is of iron rails, weighing 60 pounds per lineal yard having 4-inch base and height, and laid with iron fish-plates splicings and "Pratt lock nuts."

“The Wharton Safety Switch” is laid at all turnouts from the main track. There are thirteen highway crossings, *all of which are carried over or under the railroad by bridges*—8 being carried over, and 5 under the railroad track, at an expenditure of upwards of \$50,000 for bridges and the necessary changes of highways. The whole cost of the road for grading, masonry, superstructure and station buildings has been \$600,000, and for land damages and station grounds \$100,000. Considered as a specimen of engineering and thorough railroad construction in all its details, it is the best piece of work built within this State for a long time, and highly creditable to those having it in charge. The distance from Holyoke to New Haven by this route is said to be 70.87 miles, as against 71 miles by the route via Springfield and Hartford, forming a formidable competing route from the thriving town of Holyoke to tide-water and New York. The construction of this road has necessitated great changes and improvements in the station grounds and buildings of the N. H. & N. R. R. at Westfield, some of which have been already made, and others are now in progress, and include a new engine-house, a new freight-house and an enlargement of the passenger house, and the building of two new bridges,—one for foot passengers, the other for carriages,—to carry the highway travel over the tracks and station grounds near the station buildings.

[I.]

EFFECTS OF COLD UPON STEEL AND IRON.

It is a matter of regret that while comparatively much is known in regard to the effects of cold upon iron and steel, from experiments in the laboratory of men of science, under certain conditions and circumstances, so little is positively known of its practical effect in the daily operation of the railroads of the country, or if known, that it is not made a matter of public record.

It is the opinion of many intelligent master mechanics of northern railroads, whose daily experience has led them to close observation, that the rolling machinery, such as wheels, axles, tires and the exposed portions of locomotives and cars, are not as liable to fracture, and do not break as frequently in the coldest weather as when mild weather has succeeded a cold term. This Board is not aware that railroad bridges, though often heavily loaded with snow, fail more frequently in cold than in warm weather, though the iron portions of the bridges built upon "Howe's Patent," which are more generally in use throughout the country for railroad purposes than any other, must be subjected to a greater *strain* in cold terms than in warm, aside from the additional load by snow, the contraction in the iron suspension rods from cold, having the same effect upon them as tightening up the nuts and screws. In fact it was formerly thought necessary to loosen the nuts on the suspension rods on the approach of winter, but this precaution has been found in practice to be unnecessary.

This Board hopes to make arrangements with leading master mechanics and road masters of this State, and elsewhere, which will throw some light upon a subject about which there is at present at least a difference of opinion, for it must be admitted that people generally believe that iron and steel are more *brittle*, and consequently more likely to break in frosty weather, or, "when frost is in the metal," than in warm weather. Thirty-five millions of people travelled by rail in this State alone last year, to every one of whom this subject is a matter of personal interest, inasmuch as their lives and personal safety are to no small extent affected by it. If a record can be made and reported of every wheel, axle, tire and rail which breaks during the year, and the attending circumstances, including temperature at the time, and how long the iron had been in service, we shall be wiser at the end of the year than at present.

In the succeeding pages will be found the results of numerous experiments by men of science in regard to this subject.

The experimenters in England, Sir William Fairbairn, Peter Spence, David Kirkaldy, etc., and the late John A. Roebling and others in this country, are well known by reputation to every one having any interest in metallurgical science, and need no introduction to enable them to obtain a careful hearing. The name of Knut Styffe, is comparatively new to American ears, but in the preface to Sandberg's translation of M. Styffe's elaborate treatise on this subject, Dr. Percy, of London, Eng., gives endorsement to the high scientific acquirements and peculiar fitness of M. Styffe for the work in which he was engaged for several years.

These experimenters are unanimous in the results obtained, and their work seems conclusive upon one side of the question, and it must be admitted that for perfection of mechanism for making the tests, and the labor and pains taken in making them, they far outweigh all that has been done by those who hold opposite opinions, such as Mr. Brockbank, Mr. Johnson, Mr. Bouch, Mr. Peel and Mr. Monks, whose experiments are comparatively trivial, and about on a par with those of Dr. Joule, who made the tests with needles and garden nails, upon the other side.

The valuable experiments of M. Sandberg, of Sweden, are conclusive, so far as they relate to the particular kind and quality of iron, with which he experimented, i.e., iron highly impregnated with phosphorus, or what is popularly known as "cold short," and prove such iron utterly unfit for railway purposes in countries subject to great and sudden changes of temperature. In a more recent communication M. Sandberg says: "Rails made of suitable iron with a proper section will not break in winter. In Scandinavia, with a climate more severe than in America, no accident has occurred from broken rails, though cross sleepers are exclusively used. But a very small portion of the iron rails shipped to America will stand the proper tests."

In the preface to Sandberg's translation of M. Styffe's work, Dr. Percy of London says:—

"Although information on these problems may be found scattered through various books and scientific journals, yet they have not hitherto been so systematically investigated as by the author of this treatise,—M. Styffe,—who has devoted some years of patient labor in attempting their solution; and by a life-long training in experimental science, no man could be named better qualified for the task. M. Styffe is Director of the Technological Institution, at Stockholm, and I had the pleasure of becoming personally acquainted with him as a colleague on the jury for Mining and Metallurgical Products of the International Exhibition of 1862. From the high position which I know he occupies in the estimation of scientific men in Sweden, a country which has done so much towards the advancement of every branch of science in Europe, perfect confi-

dence may be placed in the accuracy of his results, though his conclusions may not in every case be accepted. * * * The investigations were undertaken by a commission appointed by His Majesty the King of Sweden, chiefly with the view of determining the relative values of different kinds of iron and steel applicable to railroad purposes. Of that commission, M Styffe was a member, and to him was entrusted the carrying out of the necessary experiments."

Sir William Fairbairn, Bart., LL.D., F.R.S., etc., at a meeting of the Manchester Literary and Scientific Society, January, 1871, said :—

"Dr. Joule communicated to me the discussion which took place at the last meeting of the society on the question of the effects of intense cold upon steel tires. This enables me to refer to a series of experiments which had for its object the effects of various degrees of temperature upon wrought-iron. These inquiries are to a certain extent analogous to the cause of the recent accident which occurred on the Great Northern Railway, near Hotfield, by the breakage of a steel tire, which caused the death of a number of persons.

"It has been asserted in evidence given at the coroner's inquest that the breaking of the steel tire was occasioned by the intensity of the frost, which is supposed to render the metal brittle.

"This is the opinion of most persons, but judging from my own experience such is not the fact, and provided we are to depend on actual experiment it would appear that temperature has little or nothing to do with it. Some years since I endeavored to settle this question by a long and careful series of experiments on wrought-iron, from which it was proved that the resistance to a tensile strain was as great at the temperature of zero as it was at 60° or upwards, until it attained a scarcely visible red heat. To show that this was the case, and taking for example the experiments at 60°, it will be found that the mean breaking weight in tons per square inch was in the ratio of 19,930 to 21,879, or as 1 is to 1.098 in favor of the specimens broken at the temperature of zero.

"The generally received opinion is, however, against these facts, and it is roundly asserted that the strength of iron and steel is greatly reduced at a temperature below freezing.

"The contrary was proved to be the case in wrought-iron plates, and assuming that steel follows the same law, it appears evident that we must look for some other cause than change of temperature for the late fracture on the wheel of the brake van of the Great Northern Railway.

"The immense number of purposes to which both iron and steel are applied, and the changes of temperature to which they are exposed, render the inquiry not only interesting in a scientific point of view, but absolutely necessary to a knowledge of their security under the various influences of those changes; and when it is known that most of our metal constructions are exposed to a range of temperatures varying from the extreme cold of winter to the intense heat of summer, it is assuredly advisable to ascertain the effects produced by those causes on material from which we derive so many benefits, and on the security of which the security of the public frequently depends.

"It was for these reasons that the experiments in question were undertaken, and the summary of results are sufficiently conclusive to show that changes of temperature are not always the cause of failure, as that which occurred near Hotfield on the Great Northern Railway. That such is the fact I may adduce several accidents of broken tires, all of which occurred during the spring and summer months, when the temperature was high. One of them occurred on the

Lancashire & Yorkshire Railway, in the summer of last year, when the temperature was 50° or 60° above freezing. I could enumerate others in which the winter frosts had nothing to do with the fractures which ensued.

"It might have been satisfactory to have shown the process by which the following results were obtained; suffice it to observe that all the specimens were torn asunder with and across the fibre in water, and oil baths, and those under the freezing point were made in a snow bath reduced to zero.

"The experiments are quite conclusive as regards the strength of wrought-iron plates till they approach red heat. At that temperature nearly one-half of the strength is lost; it become extremely ductile, and may be drawn to a considerable extent in the direction of the fibres before its breaks. Another series of experiments were made on wrought-iron bars which indicated somewhat different results. In these experiments the specimens from the same works attained the maximum of strength, and gave at a temperature of 415°, a resistance of 39.072 tons per square inch, and at zero and 60° there were little or no differences excepting in the case of temperature, when the resistance was increased from 28.419 at zero, and 60° to 39 tons per square inch at 415°. This may, however, be accounted for from the increased manipulation of rolling where the fibre is drawn and elongated to a much greater extent than in plates."

At a meeting of the Literary and Scientific Society of Manchester, England, Jan. 10th, 1871, Peter Spence, Esq., F. C. S., read a paper which enumerated a series of experiments, twelve in number, made by him to test the effect of cold upon cast-iron. Six of the experiments were made with bars of cast-iron at a temperature of 60° F., and a like number with bars cooled by a refrigerating mixture to zero. The bars were one-half inch square, laid upon knife-edged wedges placed nine inches apart. These results excited considerable discussion among those holding different opinions, and Mr. Spence, to place the matter beyond question, so far as carefully made and recorded experiments could accomplish this result, made "further experiments" of which he gave the following interesting account at a subsequent meeting of the above society:—

"At a meeting of the Manchester Literary and Scientific Society, Mr. Peter Spence, F. C. S., &c., gave an account of 'further experiments on the effects of cold upon cast-iron.' In resuming these experiments upon the effect of cold upon cast-iron he said:—It is not necessary for me to say that I was led to resume them from the apparent undecisiveness of all the experiments brought before the society some time ago, my own being included in that category, none of them being so free from possible sources of error as to be fitted for finally settling the matter. In the experiments which I have now to bring before the society I have limited my aim to a single point; namely, as to whether the reduction of temperature has any, and if so, what effect on cast-iron, in regard to its powers of resisting transverse strain either of weight or pressure, and it appears to me that if this point can be satisfactorily settled it will go a long way in settling the other points now in dispute. Messrs. Rye, Son & Ogden, of Newton Heath, kindly undertook to make for me fifty bars, each three feet long by one-half inch square, all out of one ladle, and of No. 3 Glengarnock pig and Kirkless Hall common pig.

"I name them although it does not seem of importance; all I wanted was good, sound, clean and equal castings; and knowing the purpose for which they were intended, with great care they turned them out so good that not one of those sent to me was rejected. I now cut each of these bars into three lengths of one foot each, and as they were cut they were thrown into a heap, making nearly 150 pieces.

"They were now taken and all their ends covered with paint, in order that the new fracture might be examined as they were broken.

"The heap was then brought into the laboratory, having thus had three chances of perfect mixing. A boy of 11 years of age now handed me the pieces singly from the heap, and as I received them I placed them alternately one by one in two lots until I had got seventy pieces in each lot. One of them was now taken and put into a cask capable of holding 2 cwt. to 3 cwt. of freezing mixture composed of pounded ice and chloride of sodium (which instantly reduces the temperature to zero) and being surrounded with sawdust they were kept there for nearly forty-eight hours. The other seventy were now put into water at 70° F., and this was done chiefly in order that they might be broken wet, as those would necessarily be when taken out of the freezing mixture. The mode of breaking was this:—I put a bar on the suspending wedges, then hooked on the weight-scale and with a number of weights much under the breaking load, raised the low end of the plank by the screw-jack so as to bring the weights to bear.

"I now added single pound or two-pound weights till fifteen pounds were put on; these were then taken off and a fourteen-pound was placed, and single pounds again put on, thus regularly adding till the bar snapped. I then recorded the breaking weight, my assistant meantime putting on another bar.

"I spent nearly eight hours in breaking these seventy bars, and every one got an equal amount of care. On opening up the freezing mixture forty-four hours after inclosing it I found it in perfect condition, little solution and no increase of temperature having taken place. The bars were taken into the laboratory in small lots and immersed in another freezing mixture, from which they were drawn singly with pliers. Having seized one piece with too firm a grasp I found that my fingers grew white and produced an intense pain as if burned. Some of the freezing mixture was spread on each bar with a spatula while on the machine, so that every one was broken at a temperature within one or two degrees of zero. The mode of breaking was exactly similar to that employed with the other lot, and equal care was given to every bar. This I can affirm, as every one of them was broken by myself and all entries made by myself.

"The results are before you, and to me it was a matter of surprise, when both sets were completed and added up, to find they almost exactly corroborated my previous experiments. I have so much confidence in these now detailed that I have no hesitation in giving it as an ascertained law that a specimen of cast-iron having at 70° F. a given power of resistance to transverse strain, will, on its temperature being reduced to zero, have that power increased by 3 per cent.

Aggregate breaking weight	of 70 bars	at zero—	276 cwt. 3 qr. 0 lb.
"	"	"	"
"	"	"	"
"	70	"	"
"	"	70° F.	263 " 3 " 18 "

The distance below bearings of the tested bars was nine inches in all cases."

**Résumé of Results of Experiments of Tension at Different Temperatures.*

"From these experiments on tension at widely different temperatures we have thus found,—

"1st. That the absolute strength of iron and steel is not diminished by cold, but that even at the lowest temperature which ever occurs in Sweden it is at least as strong as at the ordinary temperature (about 60° F.).

"2d. That at temperatures between 212° and 392° F. the absolute strength of steel is nearly the same as at the ordinary temperature; but in soft iron it is always greater.

"3d. That neither in steel nor in iron is the extensibility less in severe cold than at the ordinary temperature; but that from 266° to 320° F. it is generally diminished, not to any great extent indeed in steel, but considerably in iron.

"4th. That the limit of elasticity in both steel and iron lies higher in severe cold; but that at about 284° F. it is lower at least in iron, than at the ordinary temperature.

"5th. That the modulus of elasticity in both steel and iron is increased on reduction of temperature and diminished on elevation of temperature; but that these variations never exceed 0.05 per cent. for a change of temperature of 1.8° F., and therefore such variations, at least for ordinary purposes, are of no special importance.

"As the results of the experiments given above are evidently opposed to the opinion hitherto commonly entertained viz., that steel and iron become weak or brittle at low temperature, the author may briefly state his opinion of the cause why certain articles of steel and iron break, as everybody knows, more frequently during the severe cold of winter than at other seasons.

"The cases on which such observations are founded are, as far as we know, chiefly those in which the objects are fashioned in such a manner that they are not allowed to contract on reduction of temperature; and therefore if they become weakened at any point, as for example, by the passage of a screw or rivet, fracture would readily occur for reasons previously stated, even if the articles consisted of tolerably good material. Other cases of fracture at low temperatures are presented by those objects which are exposed in the open air and subject to constantly recurring shocks, the intensity of which depends essentially on the greater or less rigidity or elasticity of the metal. The inconvenient effect of such shocks has been especially observed on railways. During the severe cold of winter not only are the sleepers hard and very slightly elastic, but the ground also being often frozen to the depth of several feet, gives way but comparatively little, so that the shocks which occur each time the carriages pass over the slightest irregularity must operate, other conditions being alike, much more violently in winter than at other seasons, and the *strain* consequently becomes considerably greater not only on the rails, but also on the axles and wheels, and notably on the tires, since these receive the shocks direct. It is thus evident that it is the tires which during severe cold are most exposed to danger of being fractured. The evil effects of a low temperature on railway traffic can therefore be prevented or diminished only by such means as tend to lessen the violence of the shocks to which the material is exposed; such, of course, as slackened speed of trains and all means by which the rolling-stock receives greater elasticity. It has been found that axles and other iron articles which have been tested by allowing a weight to fall upon them when laid on two sup-

* The Elasticity, Extensibility and Tensile Strength of Iron and Steel. By Knut Styffe, Director of The Royal Technological Institute at Stockholm. Translated from the Swedish, with an original appendix by C. P. Sandberg, London, 1869.

ports have resisted a smaller number of blows or blows of less force, during severe cold than under other circumstances; and hence it has generally been concluded that iron is weaker or more brittle at low than at ordinary temperatures. It would appear, however, that in such experiments, no allowance has been made for the influence of hard-frozen ground on which the supports rested, or for the special manner in which their greater or less solidity would affect the resistance offered by the given object."

Conclusions of Mr. Sandberg from his own experiments of Effects of Cold, &c.

"From these experiments the translator is led to draw the following conclusions.

"1st. That for such iron as is usually employed for rails in the three principal rail-making countries (Wales, France and Belgium) the breaking strain as tested by sudden blows or shocks is considerably influenced by cold; such iron exhibiting at 10° F. only from one-third to one-fourth of the strength which it possesses at 84° F.

"2d. That the durability and flexibility of such iron is also much affected by cold; rails broken at 10° F. showing on an average a permanent deflection of less than an inch, whilst the other halves of the same rails broken at 84° F. showed a set of more than four inches before fracture.

"3d. That at summer-heat the strength of the Aberdare rails was twenty per cent. greater than that of the Creusot rails; but that in winter the latter were thirty per cent. stronger than the former.

Probable Cause of the Results obtained by Experiments on Concussion at different Temperatures.—By M. SANDBERG.

"We have long been familiar with the term 'Cold-short' as applied to iron, and have supposed that the presence of phosphorus induces this property by rendering the metal extremely brittle when exposed to cold.* The experiments just described were certainly made with 'Cold-short' iron (unfortunately the amount of phosphorus was not determined, but rails from Cwm Avon were found to contain 0.24 per cent. of phosphorus), and it is therefore not improbable that the phosphorus generally present in iron rails may have given rise to the apparent contradiction between the translator's results and those deduced from previous experiments made by the author. It should be remembered that the translator's results were obtained by sudden shocks, whilst the author's experiments were on gradual bending and stretching, so that the two results are not fairly comparable.

"It is only when the author applies *his* experiments to railway materials (which from their position are necessarily exposed to sudden shocks) and thence concludes that such materials are more subject to fracture in winter than in summer, *solely through a difference of elasticity in the supports*, that the translator feels compelled to differ from him. Although the experiments on which the translator grounds this opposition, were made with a somewhat rude arrangement, yet they clearly show, that at any rate such iron as that generally used for rails is in its resistance to blows influenced to a very great extent by cold. *Had the iron been free from phosphorus, or nearly so, it is highly probable that different results would have been obtained.* It is also to be regretted that the effect of temperature on the strength of superior kinds of iron and steel was not determined at the time the experiments were made. No steel rails had, however, been then imported into Sweden."

* "No doubt phosphorus and sulphur may account for the loss of strength indicated in these experiments, but is inconclusive unless the quantity is determined."—W. FAIRBAIRN.

"It does not appear that rigid supports, such as frozen ground, constitute the sole cause of the deterioration of iron and steel at a low temperature. It would operate to a small extent, but not sufficiently to account for the limited power of resistance, as shown in the table, at low temperatures. There is doubtless a molecular change in the materials, between the extremes of high and low temperatures, but even these are not considerable, as may be seen by my own experiments. It will be observed that these experiments commenced at a temperature of 30° below the freezing point of Fahr. up to 212° and 435° consecutively, and also to a red heat, perceptible in daylight. Throughout all these changes the *tensile* strength of plates and bar iron was not seriously impaired, and gave widely different results from those obtained in your case by *impact*.

"From this it would appear that the *tenacity* of iron plates and bars is not seriously injured at a temperature as high as 435°, which is the maximum tensile strength, nor do they appear to suffer to any great extent when the temperature is reduced to 30° F. At this temperature the *elasticity* is however considerably impaired, and much greater risk is incurred if subjected to vibrating action or a series of impacts.—*W. Fairbairn in Communication to Mr. Sandberg*. (See page 152 (note) of Sandberg's translation of Styffe.)

The experiments of Dr. Joule, D.C.I., F.R.S., &c., although made with wires, needles and garden nails, which would hardly be considered conclusive in the absence of other and more systematic experiments, are still all of them, so far as they go, favorable to the theory, that steel, wrought-iron and cast-iron are stronger at a temperature close to zero than at 60°. Dr. Joule says,—before giving the results of a large number of specified experiments:—

"We have heard recently of many severe accidents, consequent upon the fracture of the tires of wheels of railway carriages. The common-sense explanation of these accidents is, that the ground being frozen harder than usual, the metal with which it is brought in contact is more severely tried than in ordinary circumstances. In order, apparently, to excuse certain railway companies, a pretence has been set up, that iron and steel become brittle at a low temperature. This pretence, although put forth in defiance, not only of all we know of the properties of materials, but also of the experience of everyday life, has yet obtained the credence of so many people that I thought it would be useful to make the following simple experiments."

"The general conclusion is this,—Frost does not make either iron (wrought or cast) or steel brittle, and that accidents arise from the neglect of the companies to submit wheels, axles and all other parts of their rolling stock to a practical and sufficient test before using them."

Per Contra.

William Brockbank, F.G.S., read before the Manchester Literary and Scientific Society, in January, 1871, some notes on the effects of Cold upon the Strength of Iron:—

"The severity of the present winter," he said, "has brought the question of the effects of low temperature upon the strength of iron, very prominently before the public, and it is a curious circumstance that a subject of so great

importance should have escaped the attention of writers on iron to such an extent as that it is either ignored or dismissed with a few brief remarks, or inconclusive experiments, which leave the subject altogether unsettled. After referring to the observations and experiments on the effects of low temperature in cast and wrought iron in the works of Sir Wm. Fairbairn, Dr. Percy and David Kerkoldy and pointing out the inconclusiveness of all the experiments hitherto recorded, the writer went on to detail the following experiments, which he had, by the kindness of the several parties named, caused to be made during the severe frosts which have recently prevailed, and which have in all cases been carried out with the greatest care and exactness." * * * *

"The mixture of metals was Chester hematite, Pontypool cold blast, Blamovan cold blast, and Glengarnock hot blast pig iron, with some good scrap iron. All the bars were cast from one ladle. The results showed a gradual and considerable decrease of strength in the bars, with the increase of cold below the freezing point. They also lost their elasticity in a similar degree.

"Mr. William Johnson of Bradford, near Manchester, made experiments with wires, which showed that neither in tensile strength nor in resistance to twisting was the cold iron equal to that in a warmer condition.

"William Bouch, Esq., C.E., engineer of the Stockton & Darlington Railway, found iron to be more brittle in cold than in warm weather.

"Mr. Robert Peel found plates more brittle when frost was in them than after they had been warmed.

"Mr. F. Monks of White Cross Wire Co. of Warrington, found wire more brittle in cold weather.

"The rails made by the Darlington Iron Co., for the East Indian Railway, were found defective under tests at 26°, while at 60° all would have passed inspection."

Some interesting experiments were recently made by Wm. H. Stearns, Esq., master mechanic of Connecticut River Railroad at Springfield, Mass., to test the relative strength of wrought-iron by tension, in a cold and warm condition, the results of which in every case tended to prove that iron surrounded with a freezing mixture of snow and salt, which reduces its temperature to zero, was stronger than at 60° Fahr. Nor was its extensibility apparently lessened, as all of the rods tested, which were of one-half inch diameter, and eight and one-half feet long, were stretched from twelve to fifteen per cent. of their length before breaking, the diameter of the rods being reduced quite uniformly throughout their whole length; they became warm rapidly under the stretching process, but after remaining a few minutes in the freezing mixture, were found to be coated with ice. The tension was produced by means of a hydraulic press, driven by steam power, which caused the strain to be communicated in a rapid succession of shocks, somewhat analagous to an application of weights with impact, and unfavorable to iron in a *brittle* state.

[Letter from C. N. Bridges, Esq., Managing Director, Grand Trunk Railway.]

GRAND TRUNK RAILWAY OF CANADA, }
MANAGING DIRECTOR'S OFFICE, MONTREAL, 27th Dec., 1872. }

DEAR SIR:—I have your letter of the 24th, and have much pleasure in giving you the information that you ask for.

I may say that we commenced to use steel rails upon this railway, to any considerable extent, three years ago, the first large lot—6,000 tons—being laid down in 1870. Previously to that we had entirely used iron rails, except about 100 tons of steel which we laid down as an experiment about eight years ago.

Our railway, ten years ago, was 990 miles long, and within the last five or six years has been extended, until it now reaches a total of 1,377 miles. Originally a large part of the line was laid with the bridge or U rail, laid in chairs; but about fourteen years ago the regular T rail was introduced with fish joints, and all subsequent renewals have been made with that description of rail. The bridge rail originally laid weighed sixty-six pounds to the yard. The T rails that have been used since have varied between sixty-five and seventy-five pounds to the yard. The renewals of our iron rails have been on an average about once in every seven years, some, of course, much more rapidly than that, but where the traffic is light, on branches, the rails last for a longer period of time.

The small lot of 100 tons of steel rails, that we tried eight or ten years ago, proved so satisfactory that it was determined to largely increase the quantity. Accordingly, in 1870, we laid in 6,000 tons; in 1871, about 6,000 tons; and in the present year, about 18,000 tons; so that we have now in the track very nearly 300 miles of steel rails laid in, in the order I have mentioned. All our sleepers are laid now about two feet four inches from centre to centre. This has been going on for several years, but originally they were about three feet apart from centres.

The sleepers during the last few years have been well maintained, and I do not think that there are many roads where, as a rule, the sleepers are in better condition than they have been upon this railway during the last four or five years.

It was the serious breakage of rails, in our cold climate, that induced us to seriously consider the question of steel, and the decision we came to has so far been thoroughly borne out by the result. We have, as you are probably aware, greater cold, and for a longer length of time to encounter, than any other railway on this continent, the thermometer frequently going as low as thirty degrees below zero.

I can now give you the number of iron rails that have broken in the last few years:—

In the winter of 1863 and '64,	4,819
1864 and '65,	2,760
1865 and '66,	2,891
1866 and '67,	6,544
1867 and '68,	4,324
1868 and '69,	4,798
1869 and '70,	4,737
1870 and '71,	2,569
1871 and '72,	6,061

This is certainly an alarming list of breakages, but is carefully accurate, hav-

ing been made for the purpose of seeing what precisely was the wear and tear on this railway as regards rails in our intensely cold climate.

In regard to steel rails, there have been broken in all, out of the 300 miles we now have in the track, sixty-six rails. But upon close examination of every one of these, it has been found that they have been either broken from some flaw in the flange, or from having received damage from the cars being off the track by broken axles, or some other cause. The actual number of sound rails broken, without any assignable cause, will not exceed seven or eight in the whole. I think this is a most satisfactory result, especially in such a cold climate as we have, and shows the vast superiority of steel over iron for rails.

I may add that, of the first experimental 100 tons that we had, we took up some of the rails after they had been down seven years, and, weighing them, found that an eighteen-foot rail had lost one and one-fourth pounds in weight during the time that it had been in the track, but that this amount of wear had been perfectly uniform along the whole length of the rail, and that there was not the slightest appearance, either upon the rails that we took up and weighed or any of those that were left in the track, of any lamination, or the damage which usually results to iron rails after seven years' wear.

The breakage of iron rails this winter is exceedingly light so far, compared to what it was last winter, which I attribute to the fact mainly that, although we are now having exceedingly cold weather, the worst parts of our road are now laid with steel.

I hope this information is what you require. If not, I shall be very glad indeed to add anything to it upon hearing from you.

I am, dear sir, yours truly,

C. N. BRYDGES.

A. D. BRIGGS, Esq., *Board of Railroad Commissioners, &c.*

The foregoing communication, from the managing director of the Grand Trunk Railway of Canada, seems to be conclusive that the breaking of rails upon that important line was not caused by *cold* alone, for it may fairly be presumed that *steel* and *iron of a good quality* would be similarly affected, if affected at all, by sudden or extreme variations of temperature.

[K .]

The following information in regard to the number of passengers making use of the workmen's trains on the railroads running in and out of London was received from Mr. Malcolm on January 18, 1873, too late for insertion in its proper place. [Com's.]

NUMBER OF PASSENGERS USING WORKMEN'S TRAINS.

East London Railway.

Number of passengers using workmen's trains during the months of 1872 :—

January,	14,882
February,	12,474
March,	10,232
April,	9,664
May,	12,039
June,	11,124
July,	12,576
August,	16,502
September,	13,580

Total for the nine months ending September, 1872, . 113,073

Great Eastern Railway.

Number of workmen's weekly [shilling] tickets in *daily* use :—

	Miles.	Stations.	Trains.	Tickets.
Enfield to Bishopsgate (London terminus),	10 $\frac{1}{4}$	13	2	429
Walthamstow to Bishopsgate,	6 $\frac{3}{4}$	4	2	373
Stratford to Bishopsgate,	3 $\frac{1}{2}$	3	1	89
Stratford Bridge to Bishopsgate,	3 $\frac{1}{2}$	3	2	277
Total,	—	—	—	1,168

London, Chatham and Dover.

Loop Line—Victoria to Ludgate Hill and Ludgate Hill to Victoria :—

Number of journeys in November, 1872,	138,450
Corresponding month in 1871,	115,168
Daily tickets issued during the month of November, 1872,*	69,225

Main Line—Victoria to Penge and Penge to Victoria :—

Number of journeys in November, 1872,	22,152
Corresponding month in 1871,	18,588
Weekly tickets issued during the month of November, 1872,*	1,846

Metropolitan.

The average number of workmen travelling—

During the six summer months,	159,042
During the six winter months,	115,632

North London.

The average number about 22,500 per month.

South Eastern.

The average per diem for the last six complete half years has been 381, 410, 389, 407, 412 and 444.

* The tickets are issued for the double journey, *i. e.* to London and back again to the point of departure; therefore, to obtain the number of journeys multiply the number of tickets given above in the one case by *two* and in the other case by *twelve*.

EXPENSES OF OFFICE
FOR THE YEAR ENDING DECEMBER 31, 1872.

Rent, water, &c.,	\$1,120 00
Care of office and messenger,	239 02
Office furniture,	181 00
Massachusetts Law Reports, magazines, &c.,	431 55
Postage, express and telegraph,	178 20
Fuel and ice,	62 65
Advertising, newspapers, &c.,	58 85
Binding and lettering documents,	61 85
Stationery,	81 20
Awnings,	19 00
Expenses collecting information relative to transportation of coal, inspecting tracks, &c.,	85 00
Printing circulars, blank reports, &c.,	395 51
Miscellaneous,	6 00
	<hr/>
	\$2,919 83

Received of railroad companies for printing their annual
reports, and paid into the treasury of the Commonwealth, . \$1,460 00

BOARD OF RAILROAD COMMISSIONERS.

CHARLES F. ADAMS, Jr., Quincy,	Term expires July, 1873
ALBERT D. BRIGGS, Springfield,	“ “ July, 1874
FRANCIS M. JOHNSON, Newton,	“ “ July, 1875

Clerk.—WM. A. CRAFTS, Boston.

Office, No. 7 Pemberton Square, Boston.



TABULATED STATEMENT

COMPILED FROM

RAILROAD RETURNS.

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5. Total.

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7. Equipment.
8. Property purchased.
9. Total Investment.
10. Proportion for Massachusetts.

MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY

11. Stock and Debt.
12. Income.
13. Total.

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14. Maintenance of Way and Buildings.
15. Traffic Expenses.
16. Telegraph.
17. Taxes, United States.
18. " State.
19. " Local.
20. Miscellaneous.
21. Total Expense.

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24. Express.
25. Rents.
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31. Amount.
32. Per Cent.

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37. Other Trains.
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- 52. From other States.
- 53. To other States.
- 54. Within the State only.
- 55. From Boston.
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- 57. Road, Main Line.
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- 64. Rails, Steel and Steel-top.
- 65. " Iron.
- 66. Telegraph, Miles of.
- 67. " Offices in Company's Stations.
- 68. Bridges, 25 feet Span and upwards.
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- 70. " Wooden.
- 71. " Highway, 18 feet above Track.
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- 74. " " over Railroad.
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- 78. " Railroad, at Grade.
- 79. " " over other Railroads.
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- 82. " with Train Brakes.
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- 84. " " with Train Brakes.
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- 117. " " " " Passenger and Baggage Cars.
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- 122. " Oil and Waste.
- 123. " Total.
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- 158. Rate of Speed.
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- 183. " Round Trip.

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- 185. " Mile Run.
- 186. " Passenger carried.
- 187. " Round Trip.

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- 188. Repairs of Road-bed and Track.
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Abstract prepared from the Returns of the several Railroads operated in Massachusetts, for the year ending Sept. 30, 1872.

Number.	NAMES OF CORPORATIONS.	CAPITAL STOCK.		DEBT.		
		1.—Authorized by Charter.	2.—Amount paid in.	3.—Funded.	4.—Unfunded.	5.—Total.
1	Asburnham, ^a	\$300,000 00	\$40,700 00	—	\$11,049 61	\$11,049 61
2	Athol & Enfield,	700,000 00	520,000 00	\$293,400 00	44,605 00	338,005 00
3	Attleborough Branch, ^b	130,000 00	129,700 00	—	3,500 00	3,500 00
4	Berkshire, ^c	800,000 00	600,000 00	—	—	—
5	Boston & Albany,	27,325,000 00	19,664,100 00	3,037,000 00	530,560 00	3,567,560 00
6	Boston, Barre & Gardner,	1,200,000 00	736,240 00	—	136,682 22	136,682 22
7	Boston, Clinton & Fitchburg,	1,508,800 00	872,600 00	1,250,000 00	—	1,250,000 00
8	Boston, Hartford & Erie, ^d	—	—	22,500,000 00	—	22,500,000 00
9	Boston & Lowell,	3,380,000 00	2,234,000 00	922,500 00	1,466,227 91	2,388,727 91+
10	Boston & Maine,	7,000,000 00	6,816,824 52	—	787,509 08	787,509 08
11	Boston & Providence,	4,000,000 00	3,950,000 00	—	—	—
12	Cape Cod,	1,249,980 00	1,020,330 00	349,000 00	115,848 93	464,848 93
13	Cheshire,	3,000,000 00	2,153,300 00	809,200 00	—	809,200 00
14	Connecticut River,	2,370,000 00	1,850,000 00	250,000 00	217,500 00	467,500 00
15	Danvers, ^e	100,000 00	67,500 00	150,000 00	26,956 02	176,956 02
16	Duxbury & Cohasset, ^f	450,000 00	350,000 00	—	40,000 00	40,000 00
17	Eastern,	6,160,000 00	4,262,600 00*	5,149,400 00	2,298,541 39	7,447,941 39
18	Fall River, Warren & Providence, ^g	150,000 00	150,000 00	200,000 00	71,710 86	271,710 86
19	Fitchburg,	4,000,000 00	4,000,000 00	—	—	—
20	Frammingham & Lowell, ^h	1,500,000 00	499,896 39	650,000 00	53,927 69	703,927 69
21	Hanover Branch,	160,000 00	123,300 00	40,000 00	—	40,000 00
22	Hartford & New Haven,	6,500,000 00	6,500,000 00	580,000 00	—	580,000 00
23	Holyoke & Westfield, ⁱ	350,000 00	200,000 00	200,000 00	—	200,000 00
24	Hopkinton, ^j	400,000 00	162,980 00	115,000 00	—	115,000 00
25	Horn Pond Branch, ^j	40,000 00	2,000 00	—	—	—

26	Lancaster, <i>a</i>	\$500,000 00	\$123,100 00	—	—	—
27	Lee & Hudson, <i>a</i>	500,000 00	—	—	—	—
28	Lowell & Lawrence, <i>k</i>	300,000 00	200,000 00	\$54,700 00	\$54,700 00	00
29	Mansfield & Framingham, <i>k</i>	600,000 00	300,000 00	470,000 00	\$9,541 70	479,541 70
30	Massachusetts Central, <i>a</i>	6,000,000 00	894,080 00	—	202,686 68	202,686 68
31	Middleborough & Taunton,	150,000 00	148,175 00	—	5,007 81	5,007 81
32	Millford & Woonsocket, <i>k</i>	250,000 00	82,500 00	—	28,000 00	28,000 00
33	Monadnock,	350,000 00	197,057 23	29,500 00	97,675 00	127,175 00
34	Nashua, Acton & Boston, <i>a</i>	600,000 00	162,900 00	135,000 00	151,515 77	286,515 77
35	Nashua & Lowell,	800,000 00	800,000 00	—	48,825 00	48,825 00
36	New Bedford & Taunton,	430,000 00	500,000 00	171,500 00	—	171,500 00
37	Newburyport, <i>e</i>	100,000 00	220,340 02	300,000 00	77,046 31	377,046 31
38	Newburyport City, <i>m</i>	3,000,000 00	92,900 00	—	13,637 69	13,637 69
39	New Haven & Northampton,	2,000,000 00	2,100,000 00	1,750,000 00	221,115 92	1,971,115 92
40	New London Northern,	2,825,000 00	1,418,800 00	376,500 00	45,000 00	421,500 00
41	Norwich & Worcester, <i>n</i>	6,700,000 00	2,823,400 00	759,000 00	35,526 27	794,526 27
42	Old Colony & Newport,	500,000 00	5,100,020 00	—	3,407,236 14	3,407,236 14
43	Pittsfield & North Adams, <i>o</i>	3,000,000 00	2,000,000 00	500,000 00	—	—
44	Providence & Worcester,	400,000 00	243,305 00	226,900 00	—	226,900 00
45	Salem & Lowell, <i>k</i>	600,000 00	259,685 00	150,000 00	125,000 00	275,000 00
46	South Shore,	550,000 00	448,700 00	—	—	—
47	Stockbridge & Pittsfield, <i>c</i>	300,000 00	300,000 00	—	—	—
48	Stony Brook, <i>p</i>	150,000 00	85,400 00	—	692 95	692 95
49	Stoughton Branch, <i>q</i>	550,000 00	500,000 00	—	96,076 00	96,076 00
50	Taunton Branch,	4,700,000 00	2,860,000 00	900,000 00	68,899 00	968,899 00
51	Vermont & Massachusetts,	1,000,000 00	743,400 02	750,000 00	10,000 00	760,000 00
52	Ware River, <i>r</i>	150,000 00	100,000 00	—	—	—
53	West Amesbury, <i>a</i>	75,000 00	39,600 00	—	—	—
54	West Stockbridge, <i>c</i>	2,100,000 00	1,425,400 00	310,300 00	32,925 81	343,225 81
55	Worcester & Nashua,					
Total,		\$112,753,780 00	\$81,524,833 18	\$43,378,900 00	\$10,666,026 76	\$54,044,926 76

NOTE.—See notes to Abstract at end of Tables.

* Stock of Eastern Railroad in New Hampshire, \$492,000, is also entitled to dividends when declared.

† Debt as per trial balance, \$2,389,923.74.

Abstract prepared from the Returns of Railroad Corporations—Continued.

Number.	NAMES OF CORPORATIONS.	COST AND EQUIPMENT.					10.—Proportion for Massachusetts.
		6.—Road.	7.—Equipment.	8.—Property purchased.	9.—Total Investment.		
1	Ashburnham,	\$33,522 48	—	—	\$33,522 48	—	—
2	Athol & Enfield,	805,873 00	\$7,555 00	\$44,400 00	857,828 00	\$857,828 00	\$857,828 00
3	Attleborough Branch,	128,874 71	—	—	128,874 71	128,874 71	128,874 71
4	Berkshire,	600,000 00	—	—	600,000 00	600,000 00	600,000 00
5	Boston & Albany,	19,890,413 68	4,411,337 78	953,242 07	25,254,993 53	19,326,754 03	19,326,754 03
6	Boston, Barre & Gardner,	763,114 28	104,775 19	—	867,889 47	867,889 47	867,889 47
7	Boston, Clinton & Fitchburg,	1,314,412 27	646,051 97	200,916 07	2,161,380 31	2,161,380 31	2,161,380 31
8	Boston, Hartford & Erie,	22,500,000 00	—	—	22,500,000 00	—	—
9	Boston & Lowell,	2,469,954 76	252,345 36	1,842,724 12	4,565,024 24	4,565,024 24	4,565,024 24
10	Boston & Maine,	6,729,323 77	1,144,586 71	723,733 58	8,597,644 06	67,831 37	67,831 37
11	Boston & Providence,	3,699,138 31	207,400 00	248,541 78	4,155,080 09	3,384,957 39	3,384,957 39
12	Cape Cod,	1,451,048 54	237,393 56	251,980 00	1,940,422 10	1,940,422 10	1,940,422 10
13	Cheshire,	2,337,707 22	351,599 84	160,000 00	2,849,307 06	289,735 32	289,735 32
14	Connecticut River,	1,936,515 26	225,813 89	119,012 21	2,281,341 36	2,281,341 36	2,281,341 36
15	Danvers,	244,456 02	—	—	244,456 02	244,456 02	244,456 02
16	Duxbury & Cohasset,	384,519 06	—	—	384,519 06	384,519 06	384,519 06
17	Eastern,	6,649,695 42	2,083,978 47	882,701 75	9,616,375 64	7,435,455 67	7,435,455 67
18	Fall River, Warren & Providence,	327,306 70	4,200 00	—	331,506 70	209,270 41	209,270 41
19	Fitchburg,	3,503,371 84	560,000 00	227,503 14	4,290,874 98	4,290,874 98	4,290,874 98
20	Framingham & Lowell,	1,021,791 70	182,062 00	—	1,203,853 70	1,203,853 70	1,203,853 70
21	Hanover Branch,	174,889 24	37,050 25	—	211,939 49	211,939 49	211,939 49
22	Hartford & New Haven,	4,729,380 93	872,197 00	—	5,601,577 93	—	—
23	Holyoke & Westfield,	399,687 03	—	—	399,687 03	399,687 03	399,687 03
24	Hopkinton,	260,310 11	—	—	260,310 11	260,310 11	260,310 11
25	Horn Pond Branch,	13,075 52	—	2,162 94	15,238 46	15,238 46	15,238 46

26	Lancaster,	\$123,100 00	—	—	—	\$123,100 00
27	Lee & Hudson,	—	—	—	—	—
28	Lowell & Lawrence,	332,882 84	\$30,275 28	—	363,158 12	363,158 12
29	Mansfield & Framingham,	768,431 15	—	—	768,558 65	768,558 65
30	Massachusetts Central,	1,083,487 81	—	—	1,083,487 81	1,083,487 81
31	Middleborough & Taunton,	135,020 93	40,083 74	—	176,401 35	176,401 35
32	Milford & Worcester,	114,827 01	—	—	114,827 01	114,827 01
33	Monadnock,	359,981 62	24,120 04	—	385,801 66	100,000 00
34	Nashua, Acton & Boston,	398,790 77	50,625 00	—	449,415 77	—
35	Nashua & Lowell,	751,657 28	144,406 16	75,527 75	971,591 19	619,810 24
36	New Bedford & Taunton,	425,318 29	74,681 71	297,648 63	797,648 63	797,648 63
37	Newburyport,	597,386 33	—	—	597,386 33	597,386 33
38	Newburyport City,	98,972 69	—	—	98,972 69	98,972 69
39	New Haven & Northampton,	2,552,367 65	874,689 26	730,588 55	4,157,645 46	1,708,978 02
40	New London Northern,	1,530,330 78	—	—	1,530,330 78	673,345 54
41	Norwich & Worcester,	2,463,982 64	149,711 57	781,836 68	3,395,530 89	1,131,843 63
42	Old Colony & Newport,	7,032,689 93	891,650 53	612,866 72	8,537,207 18	7,589,331 02
43	Pittsfield & North Adams,	432,437 24	11,247 43	6,315 33	450,000 00	450,000 00
44	Providence & Worcester,	1,892,098 56	683,105 95	—	2,575,204 51	1,303,169 23
45	Salem & Lowell,	386,425 45	82,543 39	—	468,968 84	468,968 84
46	South Shore,	462,166 62	39,426 34	125,000 00	626,592 96	626,592 96
47	Stockbridge & Pittsfield,	448,700 00	—	—	448,700 00	448,700 00
48	Stony Brook,	295,108 33	—	—	295,108 33	295,108 33
49	Stoughton Branch,	104,741 01	8,700 00	—	113,441 01	113,441 01
50	Taunton Branch,	456,050 22	72,161 73	43,265 38	571,477 33	571,477 33
51	Vermont & Massachusetts,	3,253,490 11	261,233 64	228,410 06	3,743,133 81	3,743,133 81
52	Ware River,	1,334,289 36	—	—	1,334,289 36	1,334,289 36
53	West Amesbury,	100,000 00	—	—	100,000 00	—
54	West Stockbridge,	39,600 00	—	—	39,600 00	39,600 00
55	Worcester & Nashua,	1,896,911 71	315,232 50	—	2,212,144 21	1,891,143 41
Total,		\$112,239,628 18	\$15,082,241 29	\$8,561,500 94	\$135,883,370 41	\$78,360,116 55

Abstract prepared from the Returns of Railroad Corporations—Continued.

Number.	NAMES OF CORPORATIONS.	MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY.				EXPENSES.	
		11.—Stock and Debt.	12.—Income.	13.—Total.	14.—Maintenance of Way and Buildings.	15.—Traffic Expenses.	
1	Ashburnham,	\$33,522 48	—	\$33,522 48	—	—	—
2	Athol & Enfield,	851,178 00	\$6,650 00	\$857,828 00	\$6,554 15	\$18,417 90	—
3	Attleborough Branch,	128,874 71	—	128,874 71	—	—	—
4	Berkshire,	600,000 00	—	600,000 00	—	—	—
5	Boston & Albany,	23,231,660 00	2,023,333 53	25,254,993 53	1,650,649 16	4,702,268 11	—
6	Boston, Barre & Gardner,	867,889 47	—	867,889 47	18,194 45	33,951 68	—
7	Boston, Clinton & Fitchburg,	2,122,600 00	38,780 31	2,161,380 31	83,366 48	276,208 26	—
8	Boston, Hartford & Erie,	22,500,000 00	—	22,500,000 00	173,033 56	411,511 25	—
9	Boston & Lowell,	4,622,727 91	—	4,622,727 91	283,643 86	602,672 72	—
10	Boston & Maine,	7,604,343 60	993,300 46	8,597,644 06	485,798 78	903,955 37	—
11	Boston & Providence,	3,950,000 00	205,080 09	4,155,080 09	393,662 09	751,882 88	—
12	Cape Cod,	1,485,178 93	455,243 17	1,940,422 10	74,966 54	129,368 87	—
13	Cheshire,	2,625,925 00	223,382 06	2,849,307 06	158,070 61	389,782 64	—
14	Connecticut River,	2,281,341 36	—	2,281,341 36	173,449 95	276,102 64	—
15	Danvers,	244,456 02	—	244,456 02	—	—	—
16	Duxbury & Cohasset,	384,519 06	—	384,519 06	8,629 54	25,373 10	—
17	Eastern,	9,616,375 64	—	9,616,375 64	413,033 32	828,327 04	—
18	Fall River, Warren & Providence,	331,506 70	—	331,506 70	5,009 19	21,147 43	—
19	Fitchburg,	4,000,000 00	290,874 98	4,290,874 98	329,427 36	560,166 45	—
20	Framingham & Lowell,	1,203,824 08	29 62	1,203,853 70	—	—	—
21	Hanover Branch,	163,300 00	48,639 49	211,939 49	3,326 00	14,537 66	—
22	Hartford & New Haven,	5,601,577 93	—	5,601,577 93	388,742 94	805,772 18	—
23	Holyoke & Westfield,	399,687 03	—	399,687 03	—	—	—
24	Hopkinton,	260,310 11	—	260,310 11	—	—	—
25	Horn Pond Branch,	2,000 00	13,238 46	15,238 46	—	—	—

26	Lancaster,	\$123,100 00	—	\$123,100 00	—	\$16,564 70
27	Lee & Hudson,	—	—	—	—	—
28	Lowell & Lawrence,	254,700 00	—	363,158 12	—	—
29	Mansfield & Framingham,	768,558 65	\$108,458 12	768,558 65	—	—
30	Massachusetts Central,	1,096,766 68	—	1,096,766 68	—	—
31	Middleborough & Taunton,	153,182 81	23,218 54	176,401 35	\$8,647 10	\$16,564 70
32	Milford & Woonsocket,	110,500 00	4,327 01	114,827 01	148 21	—
33	Monadnock,	324,232 23	61,569 43*	385,801 66	9,206 19	17,937 02
34	Nashua, Acton & Boston,	449,415 77	—	449,415 77	—	—
35	Nashua & Lowell,	848,825 00	122,766 19	971,591 19	141,592 84	266,402 74
36	New Bedford & Taunton,	671,500 00	126,148 63	797,648 63	52,351 54	146,211 86
37	Newburyport,	597,386 33	—	597,386 33	—	—
38	Newburyport City,	98,972 69	—	98,972 69	—	—
39	New Haven & Northampton,	4,071,115 92	86,529 54	4,157,645 46	112,701 44	280,879 37
40	New London Northern,	1,530,330 78	—	1,530,330 78	156,971 04	274,238 18
41	Norwich & Worcester,	3,178,926 27	216,604 62	3,395,530 89	87,275 63	303,646 60
42	Old Colony & Newport,	8,507,256 14	29,951 04	8,537,207 18	316,095 05	784,542 44
43	Pittsfield & North Adams,	450,000 00	—	450,000 00	—	—
44	Providence & Worcester,	2,575,204 51	—	2,575,204 51	175,403 50	399,942 13
45	Salem & Lowell,	386,000 00	82,968 84	468,968 84	—	—
46	South Shore,	534,685 00	91,907 96	626,592 96	25,750 56	41,533 25
47	Stockbridge & Pittsfield,	448,700 00	—	448,700 00	—	—
48	Stony Brook,	295,108 33	—	295,108 33	—	—
49	Stoughton Branch,	86,092 95	27,348 06	113,441 01	6,738 59	4,985 14
50	Taunton Branch,	571,477 33	—	571,477 33	19,089 80	84,987 25
51	Vermont & Massachusetts,	3,089,811 46	653,322 35	3,743,133 81	127,587 78	191,524 39
52	Ware River,	1,334,289 36	—	1,334,289 36	—	—
53	West Amesbury,	100,000 00	—	100,000 00	—	—
54	West Stockbridge,	39,600 00	—	39,600 00	—	—
55	Worcester & Nashua,	1,768,625 81	443,518 40	2,212,144 21	58,297 91	276,648 53
Total,		\$129,577,162 05	\$6,377,190 90	\$135,954,352 95	\$5,992,415 16	\$13,841,489 78

* Gratuities from Towns.

Abstract prepared from the Returns of Railroad Corporations—Continued.

Number.	NAMES OF CORPORATIONS.	EXPENSES.					20.—Miscellaneous.	21.—Total Expenses.
		16.—Telegraph.	TAXES.			19.—Local.		
			17.—United States.	18.—State.				
1	Ashburnham,	—	\$132 71	—	\$367 07	\$111 01	\$2,853 59	\$28,476 43
2	Athol & Enfield,	\$40 00	—	—	—	—	—	—
3	Attleborough Branch,	—	—	—	—	—	—	—
4	Berkshire,	—	339 92	—	7,123 20	—	534 05	7,997 17
5	Boston & Albany,	10,300 00	—	—	289,951 52	121,183 40	122,631 93	6,896,984 12
6	Boston, Barre, & Gardner,	—	—	—	964 35	275 96	8,418 54	61,804 98
7	Boston, Clinton & Fitchburg,	1,907 94	1,275 80	—	4,938 97	1,926 39	73,262 28	442,886 12
8	Boston, Hartford & Erie,	—	—	—	—	6,840 14	46,069 51	637,454 46
9	Boston & Lowell,	781 00	4,404 24	—	15,601 25	29,168 82	116,681 49	1,052,953 38
10	Boston & Maine,	4,793 27	3,683 79	—	68,553 96	12,971 08	62,269 75	1,542,026 00
11	Boston & Providence,	975 38	—	—	42,906 96	29,370 19	32,255 09	1,251,052 59
12	Cape Cod,	—	733 07	—	13,749 16	—	16,243 19	235,060 83
13	Cheshire,	2,261 29	1,725 64	—	21,607 09	698 10	66,766 79	640,912 16
14	Connecticut River,	—	2,411 98	—	32,171 36	2,439 84	31,311 18	517,886 95
15	Danvers,	—	—	—	—	—	—	—
16	Duxbury & Cohasset,	—	—	—	—	—	594 90	34,597 54
17	Eastern,	2,871 44	1,200 00	—	61,432 22	13,769 83	78,787 62	1,399,421 47
18	Fall River, Warren & Providence,	—	—	—	—	610 06	—	26,766 68
19	Fitchburg,	660 03	1,513 20	—	55,682 63	18,003 22	60,901 59	1,026,354 48
20	Framingham & Lowell,	—	—	—	—	—	—	—
21	Hanover Branch,	—	—	—	593 52	15 21	32,264 96	50,737 35
22	Hartford & New Haven,	840 00	11,799 04	—	91,207 11	1,891 17	53,719 81	1,353,972 25
23	Holyoke & Westfield,	—	—	—	—	—	—	—
24	Hopkinton,	—	—	—	—	—	—	—
25	Horn Pond Branch,	—	—	—	—	—	—	—

	Lancaster,	.	.	.	.	-	\$97 81	\$3,324 83	-	-	-	\$6,899 46 2,111 86
26	Lee & Hudson,	.	.	.	.	-	-	-	-	-	-	-
27	Lowell & Lawrence,	.	.	.	.	-	-	-	-	-	-	-
28	Mansfield & Frammingham,	.	.	.	.	-	-	-	-	-	-	-
29	Massachusetts Central,	.	.	.	.	-	-	-	-	-	-	-
30	Middleborough & Taunton	.	.	.	.	-	103 80	1,119 61	\$15 19	2,902 95	29,353 35	-
31	Milford & Woonsocket,	.	.	.	.	-	-	659 49	91 20	99 20	998 10	-
32	Monadnock,	.	.	.	.	-	-	-	-	-	27,143 21	-
33	Nashua, Acton & Boston,	.	.	.	.	-	-	-	-	-	-	-
34	Nashua & Lowell,	.	.	.	.	-	-	-	-	-	-	-
35	New Bedford & Taunton,	.	.	.	.	-	1,831 73	15,490 61	4,893 24	70,540 91	500,985 07	-
36	Newburyport,	.	.	.	.	-	316 60	6,862 27	1,120 47	10,769 40	218,589 72	-
37	Newburyport City,	.	.	.	.	-	-	-	-	-	-	-
38	New Haven & Northampton,	.	.	.	.	-	-	-	-	-	-	-
39	New London Northern,	.	.	.	.	-	1,993 93	23,608 55	829 42	18,940 38	436,959 16	-
40	Norwich & Worcester,	.	.	.	.	-	-	14,798 77	561 63	18,854 83	467,418 38	-
41	Old Colony & Newport,	.	.	.	.	-	-	31,330 63	5,167 39	50,853 49	478,273 74	-
42	Pittsfield & North Adams,	.	.	.	.	-	1,027 83	42,440 50	22,004 73	50,307 00	1,267,188 55	-
43	Providence & Worcester,	.	.	.	.	-	-	-	-	-	-	-
44	Salem & Lowell,	.	.	.	.	-	3,532 82	22,297 14	13,199 32	40,519 13	655,971 10	-
45	South Shore,	.	.	.	.	-	35 73	2,071 69	-	64 07	2,171 49	-
46	Stockbridge & Pittsfield,	.	.	.	.	-	-	1,400 15	225 45	734 35	69,643 76	-
47	Stony Brook,	.	.	.	.	-	262 80	5,084 40	-	170 75	5,517 95	-
48	Stoughton Branch,	.	.	.	.	-	303 14	4,119 48	-	87 75	4,510 37	-
49	Taunton Branch,	.	.	.	.	-	57 95	987 90	-	5,397 59	18,167 17	-
50	Vermont & Massachusetts,	.	.	.	.	-	99 47	5,321 51	541 70	13,191 69	123,681 42	-
51	Ware River,	.	.	.	.	-	293 09	16,970 61	3,316 30	47,341 76	387,673 93	-
52	West Amesbury,	.	.	.	.	-	-	-	-	-	-	-
53	West Stockbridge,	.	.	.	.	-	30 46	316 99	-	21 25	368 70	-
54	Worcester & Nashua,	.	.	.	.	-	2,922 94	28,249 19	4,426 65	21,360 47	391,905 69	-
55	Total,	.	.	.	.	-	\$42,129 49	\$933,304 69	\$295,667 11	\$1,163,311 92	\$22,302,877 14	-

Abstract prepared from Returns of Railroad Corporations—Continued.

Number.	NAMES OF CORPORATIONS.	GROSS INCOME.				
		22.—Passenger.	23.—Freight.	24.—Express.	25.—Rents.	26.—Mails.
1	Ashburnham,	—	—	—	—	—
2	Athol & Enfield,	\$14,692 17	\$21,527 46	\$1,045 17	\$9,061 50	\$1,767 00
3	Attleborough Branch,	—	—	—	42,000 00	—
4	Berkshire,	—	—	—	256,430 74	—
5	Boston & Albany,	2,880,811 85	5,846,840 11	201,516 11	769 69	74,000 00
6	Boston, Barre & Gardner,	41,000 86	24,900 99	1,671 47	—	1,012 50
7	Boston, Clinton & Fitchburg,	240,201 85	322,061 72	5,311 25	3,772 13	5,065 67
8	Boston, Hartford & Erie,	343,890 59	403,839 52	76,865 13	10,587 15	6,209 35
9	Boston & Lowell,	553,590 09	712,452 03	21,334 09	—	6,593 46
10	Boston & Maine,	1,092,600 49	813,204 26	40,917 90	43,423 35	14,525 83
11	Boston & Providence,	882,261 38	772,738 41	30,555 23	21,230 86	9,613 54
12	Cape Cod,	220,745 74	79,244 61	9,146 64	604 89	12,056 50
13	Cheshire,	219,270 18	578,610 10	10,830 52	8,552 54	7,500 00
14	Connecticut River,	323,247 06	375,536 08	13,065 99	11,402 29	6,059 56
15	Danvers,	—	—	—	—	—
16	Duxbury & Cohasset,	27,648 73	5,286 51	1,102 97	—	—
17	Eastern,	1,326,043 74	539,484 18	44,370 05	49,224 86	14,500 00
18	Fall River, Warren & Providence,	39,618 37	1,206 24	1,200 70	—	350 00
19	Fitchburg,	524,420 28	769,936 20	30,301 78	15,978 01	9,391 65
20	Framingham & Lowell,	—	—	—	21,580 35	—
21	Ilanover Branch,	42,413 09	22,118 24	6,350 96	—	150 00
22	Hartford & New Haven,	1,023,861 14	996,419 26	48,336 69	15,424 28	22,633 11
23	Holyoke & Westfield,	—	—	—	26,365 10	—
24	Hopkinton,	—	—	—	—	—
25	Horn Pond Branch,	—	—	—	—	—

Abstract prepared from the Returns of Railroad Corporations—Continued.

Number.	NAMES OF CORPORATIONS.	GROSS INCOME—Con.		29.—Net Income.	30.—Interest.	DIVIDENDS.	
		27.—Miscellaneous.	28.—Total.			31.—Amount.	32.—Per Cent.
1	Ashburnham	—	\$39,031 80	\$10,555 37	\$6,741 42	—	—
2	Athol & Enfield,	—	9,061 50	9,061 50	—	—	—
3	Attleborough Branch,	—	42,045 00	34,047 83	—	\$9,061 50	.07
4	Berkshire,	\$45 00	9,259,598 81	2,362,614 69	—	33,976 88	.056
5	Boston & Albany,	—	69,355 51	7,550 53	115,154 61	2,004,469 35	.10
6	Boston, Barre & Gardner,	—	576,412 62	133,526 50	3,282 69	—	—
7	Boston, Clinton & Fitchburg,	—	841,391 74	203,937 28	75,759 52	—	.004
8	Boston, Hartford & Erie,	—	1,293,969 67	241,016 29	11,050 00	3,600 00	—
9	Boston & Lowell,	—	2,046,142 19	504,116 19	50,436 30	—	—
10	Boston & Maine,	41,470 36	1,716,399 42	465,346 83	—	178,720 00	.08
11	Boston & Providence,	—	321,798 38	86,737 55	—	500,000 00	.10
12	Cape Cod,	—	824,763 34	183,851 18	18,619 11	395,000 00	.10
13	Cheshire,	—	733,368 47	215,481 52†	49,388 36	65,873 00	.087
14	Connecticut River,	4,057 49	—	—	27,598 62	105,000 00	.05
15	Danvers,	—	—	—	—	170,000 00	.10
16	Duxbury & Cohasset,	1,993 31	36,031 52	1,433 98	—	—	—
17	Eastern,	—	1,973,622 83	574,201 36	300,050 41	—	—
18	Fall River, Warren & Providence,	—	42,375 31	15,608 63	8,358 34	—	—
19	Fitchburg,	261 43	1,350,289 35	323,934 87	—	321,960 20	.08
20	Framingham & Lowell,	—	21,580 35	21,580 35	21,550 73	—	—
21	Hanover Branch,	—	71,032 29	20,294 94	3,933 33	—	—
22	Hartford & New Haven,	—	2,106,674 48	752,702 23	35,174 58	432,000 00	.066
23	Holyoke & Westfield,	—	26,365 10	26,365 10	14,000 00	—	—
24	Hopkinton,	—	—	—	—	—	—
25	Horn Pond Branch,	—	—	—	—	—	—

	Lancaster,	.	.	.	.	.	-	\$26,586 00	-	\$19,686 54	-	-	-	\$12,000 00	-	.06
	Lee & Hudson,	.	.	.	.	.	-	39,903 21	-	37,791 35	-	-	-	-	-	.06
	Mansfield & Lawrence,	.	.	.	.	.	-	-	-	-	-	-	-	-	-	.04
	Massachusetts Central,	.	.	.	.	.	-	-	-	-	-	-	-	-	-	.04
	Middleborough & Taunton,	.	.	.	.	.	150 00	-	-	-	-	-	-	-	-	.04
	Milford & Woonsocket,	.	.	.	.	.	-	5,000 00	-	4,001 90	-	-	-	-	-	.10
	Monadnock,	.	.	.	.	.	-	28,826 42	-	1,683 21	-	-	-	-	-	.09
	Nashua, Acton & Boston,	.	.	.	.	.	-	-	-	-	-	-	-	-	-	.09
	Nashua & Lowell,	.	.	.	.	.	-	587,897 81	-	86,912 74	-	-	-	80,000 00	-	.10
	New Bedford & Taunton,	.	.	.	.	.	-	281,451 53	-	62,861 81	-	-	-	45,000 00	-	.09
	Newburyport,	.	.	.	.	.	-	-	-	-	-	-	-	-	-	.09
	Newburyport City,	.	.	.	.	.	-	-	-	-	-	-	-	-	-	.09
	New Haven & Northampton,	.	.	.	.	.	-	657,237 62	-	220,278 46	-	-	-	63,000 00	-	.03
	New London Northern,	.	.	.	.	.	-	640,182 70	-	172,764 32	-	-	-	139,032 58	-	.10
	Norwich & Worcester,	.	.	.	.	.	-	827,269 18	-	348,995 44	-	-	-	237,780 00	-	.10
	Old Colony & Newport,	.	.	.	.	.	-	1,897,438 09	-	630,249 54	-	-	-	328,846 15	-	.065
	Pittsfield & North Adams,	.	.	.	.	.	-	27,000 00	-	27,000 00	-	-	-	27,000 00	-	.06
	Providence & Worcester,	.	.	.	.	.	-	895,897 19	-	239,926 09	-	-	-	200,000 00	-	.10
	Salem & Lowell,	.	.	.	.	.	-	17,500 00	-	15,328 51	-	-	-	1,824 75	-	.0075
	South Shore,	.	.	.	.	.	-	91,034 95	-	21,391 19	-	-	-	-	-	.058
	Stockbridge & Pittsfield,	.	.	.	.	.	-	31,409 00	-	25,891 05	-	-	-	26,061 80	-	.06
	Stony Brook,	.	.	.	.	.	-	22,722 62	-	18,212 25	-	-	-	18,000 00	-	.06
	Stoughton Branch,	.	.	.	.	.	-	28,038 46	-	-9,871 29	-	-	-	5,124 00	-	.06
	Taunton Branch,	.	.	.	.	.	-	172,103 26	-	48,421 84	-	-	-	36,461 54	-	.08
	Vermont & Massachusetts,	.	.	.	.	.	-	557,196 58	-	169,522 65	-	-	-	57,200 00	-	.02
	Ware River,	.	.	.	.	.	-	16,832 20	-	16,832 20	-	-	-	-	-	.02
	West Amesbury,	.	.	.	.	.	-	-	-	-	-	-	-	-	-	.04
	West Stockbridge,	.	.	.	.	.	-	587,358 72	-	195,453 03	-	-	-	170,500 00	-	.119
	Worcester & Nashua,	.	.	.	.	.	-	-	-	-	-	-	-	-	-	.119
	Total,	.	.	.	.	.	.	\$30,878,542 70	.	\$8,575,665 56	.	.	.	\$5,674,993 75	.	+ .0803*

* Average on capital stock of completed roads .0708.

† Average.

† \$7,152.31, not included here, appears in the column of surplus. See Part II., p. 124.

Abstract prepared from the Returns of the Railroad Corporations—Continued.

Number.	NAMES OF CORPORATIONS.	SURPLUS.		MILES RUN.			
		33.—This Year.	34.—Total.	35.—Passenger Trains.	36.—Freight Trains.	37.—Other Trains.	38.—Total.
1	Ashburnham,	—	—	—	—	—	—
2	Athol & Enfield,	\$3,813 95*	\$3,813 95	21,910	21,910	500	44,320
3	Attleborough Branch,	—	—	—	—	—	—
4	Berkshire,	—	—	—	—	—	—
5	Boston & Albany,	242,990 73	3,240,307 18	22,843	35,565	—	58,408
6	Boston, Barre & Gardner,	4,267 84	12,147 55	1,213,412	3,563,636	106,023	4,883,071
7	Boston, Clinton & Fitchburg,	54,166 98*	97,180 03	59,524	22,040	500	82,064
8	Boston, Hartford & Erie,	192,887 28*	266,999 51	240,872	162,543	38,330	441,745
9	Boston & Lowell,	11,859 99	374,416 62	349,863	165,603	28,126	543,592
10	Boston & Maine,	4,116 19	1,016,686 48	387,649	354,332	—	741,981
11	Boston & Providence,	70,346 83	427,922 38	743,216	421,528	51,252	1,215,996
12	Cape Cod,	2,245 44	43,985 38	460,965	239,132	2,149	702,246
13	Cheshire,	29,462 82	118,369 57	131,027	58,997	20,660	210,684
14	Connecticut River,	25,035 21	359,892 80	124,405	482,297	15,554	622,256
15	Danvers,	—	—	168,599	142,127	13,327	324,053
16	Duxbury & Cohasset,	1,433 98*	2,150 15	—	—	—	—
17	Eastern,	274,150 95*	405,582 19	776,833	259,276	367,070	1,403,179
18	Fall River, Warren & Providence,	7,250 29*	—	11,988	—	—	11,788
19	Fitchburg,	1,974 67	511,300 05	374,719	335,046	6,481	716,246
20	Framingham & Lowell,	29 62*	29 62	—	—	—	—
21	Hanover Branch,	16,361 61*	68,150 84	—	—	96	21,096
22	Hartford & New Haven,	285,527 65	1,199,509 86	367,343	294,703	120,126	782,172
23	Holyoke & Westfield,	12,365 10*	12,365 10	—	—	—	—
24	Hopkinton,	—	—	—	—	—	—
25	Horn Pond Branch,	—	—	—	—	—	—

Abstract prepared from the Returns of Railroad Corporations—Continued.

Number.	NAMES OF CORPORATIONS.	PASSENGER MILEAGE.		FREIGHT MILEAGE.		PASSENGERS.	
		39.—Whole.	40.—To and from other Roads.	41.—Whole.	42.—To and from other Roads.	43.—Number carried.	44.—Coming from other States.
1	Ashburnham,	—	—	—	—	—	—
2	Athol & Enfield,	—	1,822	—	11,462	21,778	—
3	Attleborough Branch,	—	—	—	—	—	—
4	Berkshire,	624,536	578,425	2,752,463	2,694,327	80,192	25,663
5	Boston & Albany,	113,047,331	47,220,279	290,064,965	186,503,827	5,247,576	224,955
6	Boston, Barre & Gardner,	1,175,489	220,902	388,031	278,176	85,157	—
7	Boston, Clinton & Fitchburg,	9,650,520	4,280,789	13,648,174	10,283,062	467,966	—
8	Boston, Hartford & Erie,	16,003,065	5,355,968	9,454,389	5,749,647	1,671,692	59,963
9	Boston & Lowell,	25,567,169	4,948,453	17,653,653	10,492,355	1,949,688	115,148
10	Boston & Maine,	57,247,475	10,768,221	20,796,207	8,653,930	4,135,469	204,812
11	Boston & Providence,	36,403,151	9,513,361	20,406,814	11,928,843	3,183,169	284,119
12	Cape Cod,	7,240,950	5,793,275	1,860,878	1,254,650	286,417	—
13	Cheshire,	6,590,886	4,609,186	22,909,589	22,115,804	192,234	56,236
14	Connecticut River,	10,986,048	3,411,887	9,729,463	8,298,844	985,504	32,506
15	Danvers,	—	—	—	—	—	—
16	Duxbury & Cohasset,	788,231	689,032	66,639	65,953	100,711	—
17	Eastern,	66,496,498	9,554,635	12,832,483	6,793,484	5,000,399	146,185
18	Fall River, Warren & Providence,	619,744	—	—	—	106,787	53,032
19	Fitchburg,	24,341,123	5,413,799	19,618,511	13,116,974	1,869,427	6,421
20	Framingham & Lowell,	—	—	—	—	—	—
21	Hanover Branch,	343,498	120,000	58,588	43,191	79,998	—
22	Hartford & New Haven,	35,860,578	18,506,270	30,215,835	420,994	1,303,158	249,706
23	Holyoke & Westfield,	—	—	—	—	—	—
24	Hopkinton,	—	—	—	—	—	—
25	Horn Pond Branch,	—	—	—	—	—	—

[illegible]

Abstract prepared from the Returns of Railroad Corporations—Continued.

Number.	NAMES OF CORPORATIONS.	PASSENGERS—Con.					
		45.—Going to other States.	46.—Travelling within this State only.	47.—Season Ticket.	48.—To Boston.	49.—From Boston.	50.—Season Ticket to and from Boston.
1	Asburnham,	—	—	—	—	—	—
2	Athol & Enfield,	—	21,778	—	—	—	—
3	Attleborough Branch,	—	—	—	—	—	—
4	Berkshire,	23,562	24,633	—	—	—	—
5	Boston & Albany,	193,154	4,829,467	1,116,200	2,472,899	2,149,833	1,062,818
6	Boston, Barre & Gardner,	—	85,157	6,942	—	—	—
7	Boston, Clinton & Fitchburg,	—	467,966	95,982	—	—	—
8	Boston, Hartford & Erie,	59,270	1,538,974	329,515	452,941	461,530	213,245
9	Boston & Lowell,	109,830	1,724,710	310,338	720,041	717,661	275,012
10	Boston & Maine,	211,315	3,513,622	809,358	1,671,808	1,715,648	700,353
11	Boston & Providence,	272,668	2,626,382	551,663	1,072,938	1,255,038	983,916
12	Cape Cod,	—	286,417	38,555	—	—	—
13	Cheshire,	49,340	33,598	5,875	—	—	—
14	Connecticut River,	30,833	922,165	70,278	—	—	—
15	Danvers,	—	—	—	—	—	—
16	Duxbury & Cohasset,	—	100,711	6,320	—	—	—
17	Eastern,	117,884	4,736,330	1,547,832	1,723,535	1,723,536	541,890
18	Fall River, Warren & Providence,	53,755	—	—	—	—	—
19	Fitchburg,	6,380	1,856,626	195,990	761,082	760,032	373,470
20	Framingham & Lowell,	—	—	—	—	—	—
21	Hanover Branch,	—	79,998	11,700	—	—	—
22	Hartford & New Haven,	265,880	515,586	82,810	—	—	—
23	Holyoke & Westfield,	—	—	—	—	—	—
24	Hopkinton,	—	—	—	—	—	—
25	Horn Pond Branch,	—	—	—	—	—	—

Abstract prepared from Returns of Railroad Corporations—Continued.

Number.	NAMES OF CORPORATIONS.	FREIGHT.					
		51.—Tons carried.	52.—From other States.	53.—To other States.	54.—Within the State only.	55.—From Boston.	56.—To Boston.
1	Ashburnham,	—	—	—	—	—	—
2	Athol & Enfield,	17,193	9,308	1,146	6,739	—	—
3	Attleborough Branch,	—	—	—	—	—	—
4	Berkshire,	174,297	146,125	26,126	2,046	—	—
5	Boston & Albany,	2,732,907	1,536,471	243,792	533,723	439,754	809,339
6	Boston, Barre & Gardner,	17,499	—	—	17,499	—	—
7	Boston, Clinton & Fitchburg,	317,043	—	—	317,043	—	—
8	Boston, Hartford & Erie,	345,662	95,216	45,497	204,949	129,853	60,056
9	Boston & Lowell,	620,053	201,914	117,320	321,520	181,223	190,016
10	Boston & Maine,	520,722	125,507	110,671	265,456	289,537	175,090
11	Boston & Providence,	765,733	275,283	180,454	309,996	231,517	290,283
12	Cape Cod,	75,147	—	—	75,147	—	—
13	Cheshire,	412,432	—	—	—	—	—
14	Connecticut River,	383,770	101,217	23,922	258,631	—	—
16	Danvers,	—	—	—	—	—	—
16	Duxbury & Cohasset,	6,262	—	—	6,262	—	—
17	Eastern,	424,320	94,519	53,350	276,451	87,770	31,297
18	Fall River, Warren & Providence,	—	—	—	—	—	—
19	Fitchburg,	740,123	9,197	6,132	724,795	210,060	382,591
20	Framingham & Lowell,	—	—	—	—	—	—
21	Hanover Branch,	14,397	—	—	14,397	—	—
22	Hartford & New Haven,	721,348	221,642	216,089	437,731	—	—
23	Holyoke & Westfield,	—	—	—	—	—	—
24	Hopkinton,	—	—	—	—	—	—
25	Horn Pond Branch,	30,000	—	—	30,000	—	—

Abstract prepared from the Returns of Railroad Corporations—Continued.

Number.	NAMES OF CORPORATIONS.	PERMANENT WAY.						
		LENGTH OF ROAD, BRANCHES AND SIDINGS, MILES.						
		57.—Main Line.	58.—Branches	59.—Total.	60.—Proportion for Massachusetts.	61.—Double Track.	62.—Sidings.	63.—Length of Tracks, computed as single Track.
1	Ashburnham,	2.50	—	2.50	2.50	—	—	2.50
2	Athol & Enfield,	30.40	—	30.40	30.40	—	.91	31.31
3	Attleborough Branch,	4.	—	4.	4.	—	1.	5.
4	Berkshire,	22.	—	22.	22.	—	2.	24.
5	Boston & Albany,	201.65	47.98	249.63	193.	201.65	115.08	566.36
6	Boston, Barre & Gardner,	26.	—	26.	26.	—	2.	28.
7	Boston, Clinton & Fitchburg,	42.87	—	42.87	42.87	—	9.	51.87
8	Boston, Hartford & Erie,	85.75	53.25	139.	96.50	12.50	18.05	169.55
9	Boston & Lowell,	26.75	16.	42.75	42.75	26.75	19.	88.50
10	Boston & Maine,	74.25	8.50	82.75	42.50	35.	49.93	167.68
11	Boston & Providence,	44.	14.50	58.50	48.	44.	21.	123.50
12	Cape Cod,	71.62	22.44	94.06	94.06	—	7.80	101.86
13	Cheshire,	53.62	—	53.62	10.81	—	11.20	64.82
14	Connecticut River,	50.	5.85	55.85	55.85	3.50	20.	79.35
15	Danvers,	9.20	—	9.20	9.20	—	—	9.20
16	Duxbury & Cohasset,	17.50	—	17.50	17.50	—	1.05	18.55.
17	Eastern,	41.39	71.71	113.10	113.10	32.37	28.86	174.33
18	Fall River, Warren & Providence,	5.79	—	5.79	3.66	—	—	5.79
19	Fitchburg,	50.	43.32	93.32	83.95	50.68	34.	178.
20	Framingham & Lowell,	26.	—	26.	26.	—	3.34	29.34
21	Hanover Branch,	7.88	—	7.88	7.88	—	1.	8.88
22	Hartford & New Haven,	62.	16.50	78.50	5.87	62.	25.	165.50
23	Holyoke & Westfield,	10.32	—	10.32	10.32	—	.75	11.07
24	Hopkinton,	11.45	—	11.45	11.45	—	.14	11.59
25	Horn Pond Branch,	.66	—	.66	.66	—	.007	.667

Abstract prepared from the Returns of Railroad Corporations—Continued.

Number.	NAMES OF CORPORATIONS.	PERMANENT WAY—Con.				BRIDGES. 68.—25 feet Span and upwards.
		RAILS, MILES.		TELEGRAPH.		
		64.—Steel and Steel-Top.	65.—Iron.	66.—Miles of.	67.—Offices in Company's Stations.	
1	Ashburnham,	—	2.50	—	—	—
2	Athol & Enfield,	—	31.31	—	—	4
3	Attleborough Branch,	—	5.	—	—	—
4	Berkshire,	—	24.	—	—	7
5	Boston & Albany,	115.50	450.86	—	30	83
6	Boston, Barre & Gardner,	—	28.	—	—	3
7	Boston, Clinton & Fitchburg,	—	51.87	84.	22	2
8	Boston, Hartford & Erie,	—	169.55	112.50	13	48
9	Boston & Lowell,	3.	85.50	37.	8	10
10	Boston & Maine,	36.56	131.12	147.	31	27
11	Boston & Providence,	28.50	95.	49.	12	16
12	Cape Cod,	—	101.86	94.04	14	3
13	Cheshire,	3.38	61.44	53.62	13	16
14	Connecticut River,	14.	65.35	52.35	12	20
15	Danvers,	—	9.20	—	—	—
16	Duxbury & Cohasset,	—	18.55	17.50	4	2
17	Eastern,	18.84	155.49	78.	12	30
18	Fall River, Warren & Providence,	—	5.79	5.79	1	3
19	Fitchburg,	5.50	172.50	93.32	16	21
20	Framingham & Lowell,	—	29.34	28.	6	4
21	Hanover Branch,	—	8.88	1.75	1	—
22	Hartford & New Haven,	86.	79.50	—	—	26
23	Holyoke & Westfield,	—	11.07	—	—	—
24	Hopkinton,	—	11.59	—	—	—
25	Horn Pond Branch,	—	.667	—	—	—

Abstract prepared from Returns of Railroad Corporations—Continued.

Number.	NAMES OF CORPORATIONS.	PERMANENT WAY—Con.					CROSSINGS.	
		BRIDGES—Con.			HIGHWAY.		73.—At Grade.	74.—Over Rail- road.
		69.—Iron.	70.—Wooden.	71.—18 feet above track.	72.—Less than 18 feet above track.	HIGHWAY.		
1	Asburnham,	—	—	—	—	7	—	
2	Athol & Enfield,	—	3	—	—	32	—	
3	Attleborough Branch,	—	—	—	—	9	—	
4	Berkshire,	—	—	—	—	18	—	
5	Boston & Albany,	—	84	22	64	194	86	
6	Boston, Barre & Gardner,	8	—	2	—	30	2	
7	Boston, Clinton & Fitchburg,	—	2	2	6	55	5	
8	Boston, Hartford & Erie,	4	64	6	49	101	55	
9	Boston & Lowell,	—	9	2	41	50	43	
10	Boston & Maine,	3	28	1	38	153	39	
11	Boston & Providence,	6	6	4	38	47	43	
12	Cape Cod,	—	22	3	1	120	4	
13	Cheshire,	—	16	7	—	43	8	
14	Connecticut River,	1	9	5	—	54	5	
15	Danvers,	—	—	—	—	—	—	
16	Duxbury & Cohasset,	—	7	—	—	23	—	
17	Eastern,	11	41	4	48	121	52	
18	Fall River, Warren & Providence,	—	3	2	—	3	2	
19	Fitchburg,	—	51	—	20	125	20	
20	Framingham & Lowell,	—	16	2	—	37	2	
21	Hanover Branch,	—	—	—	—	18	—	
22	Hartford & New Haven,	2	10	8	—	75	8	
23	Holyoke & Westfield,	—	—	3	—	1	3	
24	Hopkinton,	—	8	1	—	15	1	

Abstract prepared from Returns of Railroad Corporations—Continued.

Number.	NAMES OF CORPORATIONS.	PERMANENT WAY.—Con.					
		CROSSINGS.					
		HIGHWAY.—Con.	76.—With gates or flagmen.	77.—Without gates or flagmen.	RAILROAD.		
		75.—Under Railroad.			78.—At Grade.	79.—Over other Railroads.	80.—Under other Railroads.
1	Ashburnham,	—	—	7	—	—	—
2	Athol & Enfield,	—	—	32	—	—	—
3	Attleborough Branch,	1	1	8	—	—	—
4	Berkshire,	—	—	18	—	—	—
5	Boston & Albany,	—	34	160	10	—	1
6	Boston, Barre, & Gardner,	1	—	30	1	—	—
7	Boston, Clinton & Fitchburg,	1	2	59	2	—	—
8	Boston, Hartford & Erie,	25	17	84	2	3	1
9	Boston & Lowell,	5	15	35	3	1	—
10	Boston & Maine,	15	49	104	8	1	—
11	Boston & Providence,	3	38	9	1	—	1
12	Cape Cod,	1	1	119	—	—	—
13	Cheshire,	6	2	41	—	—	—
14	Connecticut River,	7	2	52	1	—	—
15	Danvers,	—	—	—	—	—	—
16	Duxbury & Cohasset,	—	—	23	—	—	—
17	Eastern,	1	57	64	5	—	—
18	Fall River, Warren & Providence,	—	—	3	7	—	—
19	Fitchburg,	31	43	82	—	—	1
20	Framingham & Lowell,	—	1	36	1	—	—
21	Hanover Branch,	—	—	18	—	—	—
22	Hartford & New Haven,	2	15	60	2	—	1
23	Holyoke & Westfield,	9	—	1	—	—	—
24	Hopkinton,	—	—	15	—	—	—

Abstract prepared from Returns of Railroad Corporations—Continued.

Number.	NAMES OF CORPORATIONS.	ROLLING STOCK.						85.—Mail and Baggage Cars.	86.—Freight Cars.*
		LOCOMOTIVES.		PASSENGER CARS.		84.—With Train Brakes.			
		81.—Number Owned.	82.—With Train Brakes.	83.—Number Owned.	84.—With Train Brakes.				
1	Ashburnham,	—	—	—	—	—	—	—	—
2	Athol & Enfield,	3	—	2	—	—	1	—	17
3	Attleborough Branch,	—	—	—	—	—	—	—	—
4	Berkshire,	—	—	—	—	—	—	—	—
5	Boston & Albany,	206	12	181	52	—	46	—	4,113
6	Boston, Barre & Gardner,	4	—	4	—	—	2	—	50
7	Boston, Clinton & Fitchburg,	21	—	21	—	—	12	—	434
8	Boston, Hartford & Erie,	28	—	36	—	—	15	—	339
9	Boston & Lowell,	37	2	46	15	—	20	—	940
10	Boston & Maine,	61	—	102	—	—	28	—	974
11	Boston & Providence,	38	10	67	61	—	11	—	482
12	Cape Cod,	10	—	23	—	—	10	—	159
13	Cheshire,	28	—	22	—	1	10	—	409
14	Connecticut River,	18	1	24	4	4	10	—	301
15	Danvers,	—	—	—	—	—	—	—	—
16	Duxbury & Cohasset,	—	—	—	—	—	—	—	—
17	Eastern,	73	30	133	133	—	35	—	854
18	Fall River, Warren & Providence,	—	—	—	—	—	—	—	—
19	Fitchburg,	38	11	46	46	—	12	—	702
20	Framingham & Lowell,	3	—	1	—	—	—	—	75
21	Hanover Branch,	2	—	3	—	—	2	—	13
22	Hartford & New Haven,	37	13	33	33	—	16	—	703
23	Holyoke & Westfield,	—	—	—	—	—	—	—	—
24	Hopkinton,	—	—	—	—	—	—	—	—
25	Horn Pond Branch,	—	—	—	—	—	—	—	—

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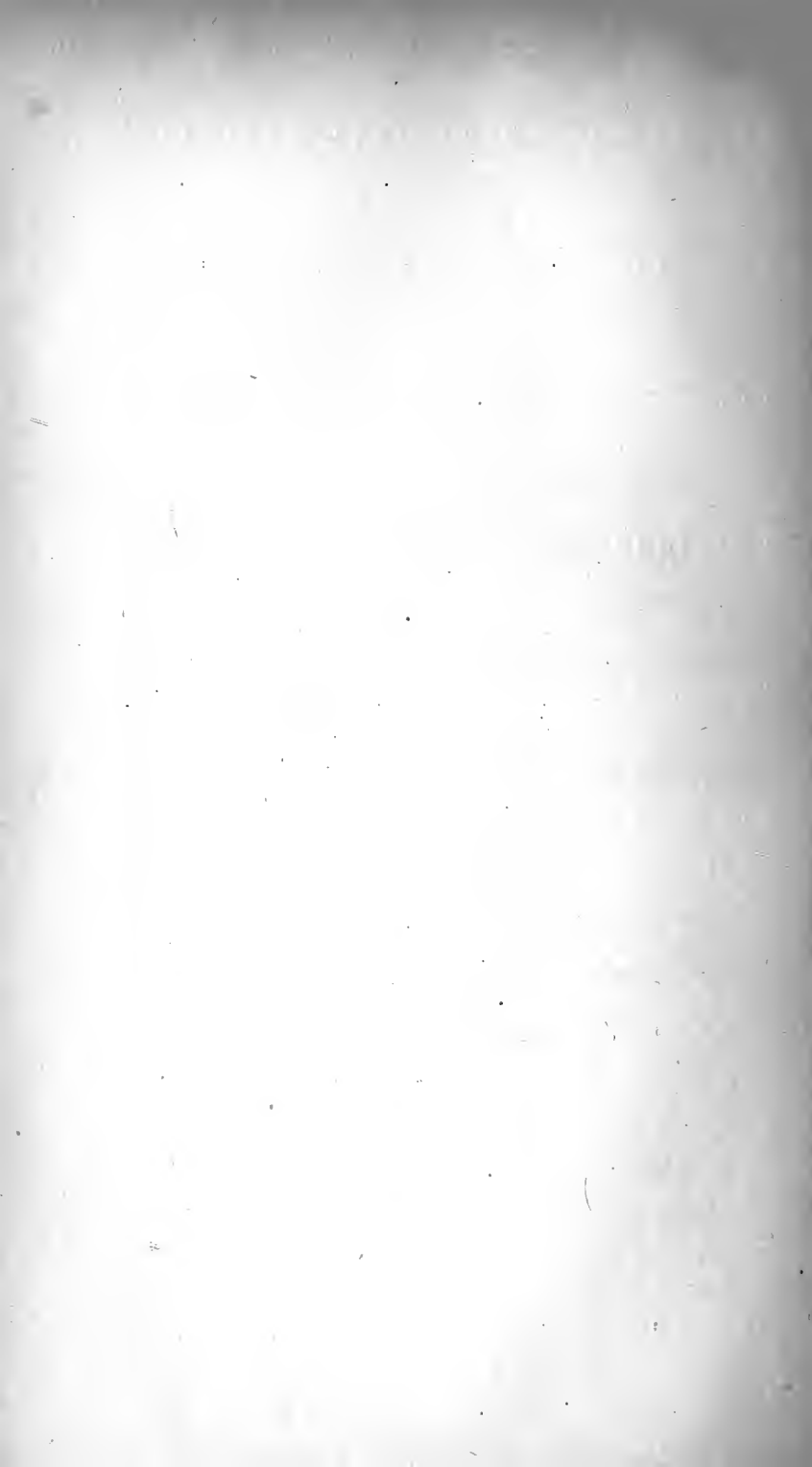
* On a basis of 8 wheels.

Abstract prepared from the Returns of Railroad Corporations—Continued.

Number.	NAMES OF CORPORATIONS.	STATIONS.		STOCKHOLDERS.		91.—Amount of Stock held in Massachusetts.	92.—Number of Persons Employed.
		87.—Whole Number.	88.—In Massa- chusetts.	89.—Whole Number.	90.—In Massa- chusetts.		
1	Ashburnham,	—	—	87	87	—	—
2	Athol & Enfield,	12	12	166	163	\$518,800 00	73
3	Attleborough Branch,	—	—	44	43	124,700 00	—
4	Berkshire,	5	5	231	122	384,100 00	—
5	Boston & Albany,	90	76	4,981	4,218	17,105,800 00	5,227
6	Boston, Barre & Gardner,	13	13	242	239	725,000 00	59
7	Boston, Clinton & Fitchburg,	33	33	644	638	869,000 00	475
8	Boston, Hartford & Erie,	82	59	—	—	—	625
9	Boston & Lowell,	48	48	893	741	1,934,500 00	770
10	Boston & Maine,	66	42	3,460	1,970	3,283,100 00	1,626
11	Boston & Providence,	43	39	1,526	1,166	3,096,300 00	806
12	Cape Cod,	34	34	—	—	—	225
13	Cheshire,	33	7	711	520	1,794,500 00	430
14	Connecticut River,	18	18	730	554	1,424,200 00	404
15	Danvers,	—	—	—	—	—	—
16	Duxbury & Cohasset,	12	12	4	4	350,000 00	41
17	Eastern,	99	54	2,601	1,985	4,201,000 00	1,309
18	Fall River, Warren & Providence,	2	2	31	7	20,900 00	20
19	Fitchburg,	49	46	2,323	1,948	3,409,900 00	720
20	Framingham & Lowell,	—	—	240	193	491,300 00	—
21	Hanover Branch,	4	4	120	117	121,200 00	19
22	Hartford & New Haven,	—	—	1,145	149	783,800 00	1,062
23	Holyoke & Westfield,	—	—	14	13	180,000 00	—
24	Hopkinton,	—	—	64	64	162,980 00	—
25	Horn Pond Branch,	—	—	—	—	—	—

Abstract prepared from the Returns of Railroad Corporations—Concluded.

Number.	NAMES OF CORPORATIONS.	93.—CASUALTIES.					
		FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Ashburnham,	—	—	—	—	—	—
2	Athol & Enfield,	—	—	—	—	—	—
3	Attleborough Branch,	—	—	—	—	—	—
4	Berkshire,	—	—	—	—	—	—
5	Boston & Albany,	—	—	56	—	56	—
6	Boston, Barre & Gardner,	—	—	3	—	3	—
7	Boston, Clinton & Fitchburg,	—	—	8	1	8	1
8	Boston, Hartford & Erie,	2	1	13	11	15	12
9	Boston & Lowell,	—	—	17	6	17	6
10	Boston & Maine,	—	—	20	3	20	3
11	Boston & Providence,	—	—	2	5	2	5
12	Cape Cod,	—	—	1	—	1	—
13	Cheshire,	—	—	2	1	2	1
14	Connecticut River,	—	—	2	1	2	1
15	Danvers,	—	—	1	—	1	—
16	Duxbury & Cohasset,	—	—	14	—	14	—
17	Eastern,	1	—	7	14	15	14
18	Fall River, Warren & Providence,	—	—	—	5	—	5
19	Fitchburg,	—	—	—	—	—	—
20	Framingham & Lowell,	—	—	—	—	—	—
21	Hanover Branch,	—	—	—	—	—	—
22	Hartford & New Haven,	2	11	14	7	16	18
23	Holyoke & Westfield,	—	—	—	—	—	—
24	Hopkinton,	—	—	—	—	—	—
25	Horn Pond Branch,	—	—	—	—	—	—



TABULATED COMPARATIVE RESULTS
OF THE
CONDITION AND OPERATION
OF THE SEVERAL
RAILROAD CORPORATIONS OF THE STATE.

COMPILED FROM REPORTS.

[FOR CONTENTS OF TABLES, SEE PAGE 156.]

Tabulated Comparative Results, compiled from the Returns of the several Railroad Corporations in Massachusetts, for the year ending September 30, 1872.

Number.	NAMES OF CORPORATIONS.	STOCK, DEBT AND COST PER MILE OF ROAD OWNED.				
		STOCK.		96.—Debt.	97.—Stock and Debt.	COST.
		94.—Authorized by Charter.	95.—Paid in.			
5	Boston & Albany,	\$109,462 00	\$78,772 98	\$14,291 15	\$93,064 13	\$79,679 58
6	Boston, Barre & Gardner,	46,153 84	28,316 92	5,257 00	33,573 92	29,350 54
7	Boston, Clinton & Fitchburg,	35,194 77	20,354 56	29,157 92	49,512 48	30,660 42
8	Boston, Hartford & Erie,	—	—	161,870 50	161,870 50	—
9	Boston & Lowell,	79,064 32	52,259 88	55,876 67	108,136 55	75,572 46
10	Boston & Maine,	84,592 14	82,378 54	9,516 72	91,895 27	81,321 13
11	Boston & Providence,	68,376 06	67,521 36	—	67,521 36	63,233 13
12	Cape Cod,	13,289 17	10,847 65	4,942 04	15,789 04	17,723 33
13	Cheshire,	55,949 27	40,158 52	15,091 38	53,993, 37	43,597 67
14	Connecticut River,	42,435 09	33,124 48	8,371 53	41,495 07	34,673 50
16	Duxbury & Cohasset,	25,714 28	20,000 00	2,285 71	22,285 71	21,972 51
17	Eastern,	54,465 07	37,688 77	65,852 71	103,541 48	58,794 83
19	Fitchburg,	42,863 26	42,863 26	—	42,863 26	37,541 49
21	Hanover Branch,	20,304 56	15,647 20	5,076 14	20,723 36	22,194 06
22	Hartford & New Haven,	82,802 54	82,802 54	7,388 53	90,191 08	60,246 89
31	Middleborough & Taunton,	17,584 99	17,371 04	587 08	17,958 12	15,828 94
35	Nashua & Lowell,	55,172 41	55,172 41	3,367 24	58,539 65	51,838 43
36	New Bedford & Taunton,	22,105 58	13,815 97	4,738 87	18,554 84	18,719 34
39	New Haven & Northampton,	27,439 86	19,207 90	18,029 04	37,236 51	23,345 53
40	New London Northern,	20,000 00	14,188 00	4,215 00	18,403 00	—
41	Norwich & Worcester,	42,545 18	42,521 08	11,965 76	54,486 84	37,108 17
42	Old Colony & Newport,	45,761 90	34,833 82	23,271 08	58,105 70	48,034 21
44	Providence & Worcester,	67,552 35	45,034 90	15,424 45	60,459 35	42,605 23

45	Salem & Lowell,	.	.	.	.	\$23,104 26	\$14,413 80	\$13,441 94	\$27,855 74	\$22,892 50
46	South Shore,	.	.	.	.	51,948 05	22,483 54	23,809 52	46,293 94	40,014 42
50	Taunton Branch,	.	.	.	.	27,093 59	24,630 54	4,732 80	29,363 34	22,465 52
51	Vermont & Massachusetts,	.	.	.	.	58,669 32	35,700 91	12,094 60	47,795 51	40,612 78
55	Worcester & Nashua,	.	.	.	.	45,961 91	31,197 19	7,512 05	38,709 25	41,516 99
	Average,	.	.	.	.	\$51,381 57	\$37,150 64	\$24,628 11	\$61,778 75	\$51,147 27

NOTE.—The roads omitted in the Comparative Tables are included in the returns of other roads or are unfinished.
The *average* results of the Comparative Tables are the average for all the roads in the Commonwealth.

Tabulated Comparative Results of Railroad Corporations—Continued.

Number.	NAMES OF CORPORATIONS.	STOCK, DEBT, &c.—Con.		INCOME AND EXPENSE PER MILE OF ROAD OPERATED.		
		COST—Con.		101.—Gross Income.	EXPENSE.	
		99.—Equipment.	100.—Total Invest- ment.		102.—Maintenance of Way.	103.—Traffic Expenses.
5	Boston & Albany,	\$17,671 55	\$101,169 70	\$34,514 68	\$6,152 71	\$17,527 46
6	Boston, Barre, & Gardner,	4,029 73	33,372 67	2,667 51	699 78	1,305 83
7	Boston, Clinton & Fitchburg,	15,070 02	50,417 08	5,808 27	840 12	2,783 23
8	Boston, Hartford & Erie,	—	161,870 50	4,096 25	842 42	2,003 46
9	Boston & Lowell,	5,902 81	106,784 19	14,621 12	3,205 01	6,809 86
10	Boston & Maine,	13,831 86	103,899 02	14,209 32	3,373 60	6,277 46
11	Boston & Providence,	3,545 12	71,027 01	25,810 52	5,919 73	11,306 50
12	Cape Cod,	2,523 85	20,629 62	3,421 20	797 00	1,375 37
13	Cheshire,	6,557 25	53,138 88	9,359 54	1,793 81	4,423 31
14	Connecticut River,	4,043 22	40,847 65	13,131 03	3,105 63	4,943 64
16	Duxbury & Cohasset,	—	21,972 51	2,058 94	493 11	1,449 89
17	Eastern,	18,425 98	85,025 42	7,457 48	1,560 61	3,129 89
19	Fitchburg,	6,000 85	45,980 22	14,469 44	3,530 08	6,002 64
21	Hanover Branch,	4,701 80	26,895 87	9,014 25	422 08	1,844 88
22	Hartford & New Haven,	11,110 78	71,357 68	26,836 61	4,952 13	10,264 61
31	Middleborough & Taunton	4,699 14	20,680 11	4,265 70	1,013 71	1,941 93
35	Nashua & Lowell,	9,959 04	67,006 28	13,621 38	3,280 64	6,172 44
36	New Bedford & Taunton,	2,063 60	22,040 58	7,777 05	1,446 57	4,040 11
39	New Haven & Northampton,	8,000 45	38,028 40	6,011 50	1,030 83	2,569 09
40	New London Northern,	—	15,303 30	5,542 70	1,359 05	2,374 35
41	Norwich & Worcester,	2,254 69	51,137 51	12,458 87	1,314 39	4,572 99
42	Old Colony & Newport,	6,090 09	58,310 27	12,959 75	2,466 32	5,358 53
44	Providence & Worcester,	15,381 80	57,987 04	18,948 75	3,709 33	8,457 76
45	Salem & Lowell,	4,890 01	27,782 51	—	—	—

46	South Shore,	.	.	.	.	\$3,413 53	\$54,250 47	\$7,881 81	\$2,229 48	\$3,595 95
50	Taunton Branch,	.	.	.	.	3,554 76	28,151 59	8,477 99	940 38	4,186 56
51	Vermont & Massachusetts,	.	.	.	.	3,260 93	46,724 94	6,274 73	1,436 79	2,156 80
55	Worcester & Nashua,	.	.	.	.	6,899 37	48,416 37	12,855 30	1,275 94	6,054 90
	Average,	.	.	.	.	\$6,872 95	\$61,921 66	\$12,768 37	\$2,478 49	\$5,724 92

Tabulated Comparative Results of Railroad Corporations—Continued.

Number.	NAMES OF CORPORATIONS.	INCOME AND EXPENSE.—Con.			EARNINGS PER TRAIN MILE.			
		EXPENSE.—Con.		106.—Net Income.	107.—Passen- ger.*	108.— Freight.†	109.—Gross Income.	110.—Net Income.
		104.—Tele- graph.	105.—Total.					
5	Boston & Albany,	\$38 39	\$25,708 15	\$8,806 52	\$2 37	\$1 63	\$1 89	\$0 48
6	Boston, Barre & Gardner,	—	2,377 11	290 40	69	1 12	84	09
7	Boston, Clinton & Fitchburg,	19 22	4,462 77	1,345 50	99	1 98	1 30	30
8	Boston, Hartford & Erie,	—	3,103 40	992 85	98	2 43	1 54	37
9	Boston & Lowell,	8 82	11,897 78	2,723 34	1 42	2 01	1 74	32
10	Boston & Maine,	33 28	10,708 51	3,500 81	1 48	1 92	1 68	42
11	Boston & Providence,	14 66	18,812 81	6,997 69	1 91	3 23	2 44	66
12	Cape Cod,	—	2,499 05	922 15	1 69	1 34	1 52	41
13	Cheshire,	25 66	7,273 17	2,086 37	1 76	1 19	1 32	29
14	Connecticut River,	—	9,272 81	3,858 21	1 91	2 64	2 26	66
16	Duxbury & Cohasset,	—	1,977 00	81 94	—	—	—	—
17	Eastern,	10 85	5,287 82	2,169 66	1 71	2 08	1 40	41
19	Fitchburg,	7 07	10,998 22	3,471 22	1 39	2 29	1 88	45
21	Hanover Branch,	—	6,438 75	2,575 50	2 01	—	3 38	96
22	Hartford & New Haven,	10 70	17,248 05	9,588 56	2 78	3 38	2 69	96
31	Middleborough & Taunton,	—	3,441 10	824 51	99	2 84	1 69	32
35	Nashua & Lowell,	5 39	11,607 62	2,013 75	1 42	2 01	1 76	26
36	New Bedford & Taunton, .	26 45	6,040 05	1,737 00	1 77	4 09	2 30	51
39	New Haven & Northampton,	—	3,996 70	2,014 79	96	1 85	1 53	52
40	New London Northern,	—	4,046 91	1,495 79	1 05	1 59	1 60	43
41	Norwich & Worcester,	—	7,202 92	5,255 95	1 43	2 08	2 02	85
42	Old Colony & Newport,	39 41	8,655 07	4,304 68	1 54	1 97	1 71	56
44	Providence & Worcester,	22 78	13,874 17	5,074 58	1 69	1 89	1 76	47
45	Salem & Lowell,	—	—	—	—	—	—	—

46	South Shore,	.	.	.	.	.	\$6,029 76	\$1,852 05	\$1 32	\$2 23	\$1 51	\$0 36
50	Taunton Branch,	.	.	.	.	.	6,092 68	2,385 31	1 27	2 77	1 82	51
51	Vermont & Massachusetts,	.	.	.	.	.	4,365 69	1,909 03	1 32	2 83	2 23	68
55	Worcester & Nashua,	.	.	.	.	.	8,577 50	4,277 80	1 78	1 50	1 62	54
	Average,	.	.	.	.	.	\$9,222 31	\$3,546 06	\$1 67	\$1 88	\$1 81	\$0 50

* Passenger Train Mile.

† Freight Train Mile.

Tabulated Comparative Results of Railroad Corporations—Continued.

EXPENSES PER TRAIN MILE.						
MAINTENANCE OF WAY.						
Number.	NAMES OF CORPORATIONS.	Repairs.			114.—New Rails.	115.—Total.
		111.—Road.	112.—Bridges.	113.—Buildings, &c.		
5	Boston & Albany,	\$0.187	\$0.013	\$0.026	\$0.111	\$0.338
6	Boston, Barre & Gardner,	.218	.007	.022	—	.221
7	Boston, Clinton & Fitchburg,	.112	.009	.031	.037	.188
8	Boston, Hartford & Erie,	.128	.04	.014	.013	.318
9	Boston & Lowell,	.196	.051	.072	.062	.382
10	Boston & Maine,	.164	.038	.084	.113	.399
11	Boston & Providence,	.169	.045	.220	.126	.560
12	Cape Cod,	.283	.000204	.012	.059	.355
13	Cheshire,	.109	.004	.059	.084	.254
14	Connecticut River,	.237	.012	.127	.158	.535
16	Duxbury & Cohasset,	—	—	—	—	—
17	Eastern,	.118	.023	.094	.058	.294
19	Fitchburg,	.197	.031	.108	.123	.459
21	Hanover Branch,	.132	—	.024	—	.156
22	Hartford & New Haven,	.284	.005	.110	.096	.497
31	Middleborough & Taunton,	.287	—	.037	.077	.402
35	Nashua & Lowell,	.195	.049	.117	.062	.424
36	New Bedford & Taunton,	.199	.0102	.121	.098	.429
39	New Haven & Northampton,	.135	.0075	.014	.10	.256
40	New London Northern,	.336	.025	.031	—	.392
41	Norwich & Worcester,	.145	.025	.023	.019	.212
42	Old Colony & Newport,	.172	.015	.066	.071	.325

44	Providence & Worcester, .	.	.	.196	.043	.042	.063	.345
45	Salem & Lowell, .	.	.	—	—	—	—	—
46	South Shore, .	.	.	.244	.024	.064	.094	.428
50	Taunton Branch, .	.	.	.139	—	.050	.012	.202
51	Vermont & Massachusetts, .	.	.	.322	.034	.056	.097	.511
55	Worcester & Nashua, .	.	.	.0552	.0057	.051	.049	.162
	Average, . . . . .	.	.	.174	.022	.063	.092	.352

Tabulated Comparative Results of Railroad Corporations—Continued.

Number.	NAMES OF CORPORATIONS.	EXPENSES PER TRAIN MILE—Con.				
		TRAFFIC EXPENSES.				
		Repairs, including new.			Salaries, Wages, &c.	
		116.—Locomotives.	117.—Passenger and Baggage Cars.*	118.—Freight Cars.†	119.—Passenger Department.*	120.—Freight Department.†
5	Boston & Albany,	\$0.123	\$0.329	\$0.166	\$0.516	\$0.351
6	Boston, Barre & Gardner,	.021	.019	.056	.163	.378
7	Boston, Clinton & Fitchburg,	.070	.075	.124	.171	.380
8	Boston, Hartford & Erie,	.059	.088	.019	.023	.051
9	Boston & Lowell,	.072	.099	.136	.205	.504
10	Boston & Maine,	.065	.089	.167	.263	.393
11	Boston & Providence,	.126	.200	.329	.333	.719
12	Cape Cod,	.121	.085	.333	.199	.221
13	Cheshire,	.104	.171	.076	.178	.197
14	Connecticut River,	.082	.156	.128	.315	.540
16	Duxbury & Cohasset,	—	—	—	—	—
17	Eastern,	.065	.118	.123	.261	.451
19	Fitchburg,	.126	.089	.086	.229	.432
21	Hanover Branch,	.023	.047	—	.223	—
22	Hartford & New Haven,	.169	.123	.229	.322	.916
31	Middleborough & Taunton,	.089	.013	.105	.279	.784
35	Nashua & Lowell,	.072	.099	.136	.256	.420
36	New Bedford & Taunton,	.162	.304	.041	.309	.211
39	New Haven & Northampton,	.026	.027	.041	.244	.364
40	New London & Northern,	.096	.052	.211	.154	.298
41	Norwich & Worcester,	.080	.085	.145	.231	.397
42	Old Colony & Newport,	.059	.109	.214	.219	.468

44	Providence & Worcester, .	.	.	.098	.038	.124	.331	.561
45	Salem & Lowell, .	.	.	—	—	—	—	—
46	South Shore, .	.	.	.117	.050	.123	.237	.612
50	Taunton Branch, .	.	.	.072	.066	.125	.409	.658
51	Vermont & Massachusetts,	.	.	.068	.107	.163	.225	.466
55	Worcester & Nashua, .	.	.	.107	.146	.118	.313	.311
	Average, . . . ;	.	.	.096	.149	.156	.292	.419

* Per Passenger Train Mile.

† Per Freight Train Mile.

Tabulated Comparative Results of Railroad Corporations—Continued.

Number.	NAMES OF CORPORATIONS.	EXPENSES PER TRAIN MILE—Con.					126.—Total Expenses.
		TRAFFIC EXPENSES—Con.		MISCELLANEOUS.			
		121.—Fuel.	122.—Oil and Waste.	123.—Total.	124.—Taxes.	125.—Sundries.	
5	Boston & Albany,	\$0.208	\$0.021	\$0.963	\$0.084	\$0.025	\$1.41
6	Boston, Barre & Gardner,	.127	.014	.413	.015	.102	.75
7	Boston, Clinton & Fitchburg,	.167	.021	.625	.018	.031	.86
8	Boston, Hartford & Erie,	.174	.012	.757	.013	.084	1.17
9	Boston & Lowell,	.161	.028	.812	.066	.157	1.42
10	Boston & Maine,	.170	.017	.743	.07	.048	1.26
11	Boston & Providence,	.163	.018	1.07	.103	.047	1.78
12	Cape Cod,	.115	.013	.614	.068	.077	1.11
13	Cheshire,	.203	.016	.626	.038	.114	1.03
14	Connecticut River,	.198	.016	.852	.114	.096	1.60
16	Duxbury & Cohasset,	—	—	—	—	—	—
17	Eastern,	.137	.018	.590	.054	.056	.99
19	Fitchburg,	.166	.014	.782	.105	.085	1.43
21	Hanover Branch,	.099	.012	.692	.028	.153	2.42
22	Hartford & New Haven,	.163	.020	1.03	.134	.061	1.73
31	Middleborough & Taunton,	.145	.021	.771	.057	.135	1.37
35	Nashua & Lowell,	.168	.028	.799	.066	.212	1.50
36	New Bedford & Taunton,	.163	.032	1.20	.068	.096	1.79
39	New Haven & Northampton,	.131	.022	.654	.047	.036	1.01
40	New London Northern,	.182	.013	.685	.043	.047	1.17
41	Norwich & Worcester,	.161	.013	.740	.088	.124	1.17
42	Old Colony & Newport,	.130	.013	.706	.058	.05	1.14
44	Providence & Worcester,	.153	.019	.787	.076	.072	1.29
45	Salem & Lowell,	—	—	—	—	—	—

46	South Shore,	.	.	.	.	.	.173	.029	.690	.026	.012	1.15
50	Taunton Branch,	.	.	.	.	.	.186	.028	.90	.063	.144	1.31
51	Vermont & Massachusetts,	.	.	.	.	.	.179	.018	.768	.082	.192	1.55
55	Worcester & Nashua,	.	.	.	.	.	.202	.012	.769	.098	.059	1.08
	Average,	.	.	.	.	.	.173	.019	.814	.074	.07	1.31

Tabulated Comparative Results of Railroad Corporations—Continued.

Number.	NAMES OF CORPORATIONS.	PASSENGERS.					FREIGHT, TONS.		
		127.—Season Ticket.	128.—Trip & Passage ticket.	129.—To and from other roads.	130.—Avg. distance travelled.	131.—Local.	132.—To and from other roads.	133.—Average distance carried.	
5	Boston & Albany,	\$0.0105	\$0.0269	\$0.0256	21.54	\$0.0287	\$0.0154	106.11	
6	Boston, Barre & Gardner, . . . . .	.0123	.0376	.0356	13.8	.0925	.0529	22.17
7	Boston, Clinton & Fitchburg, . . . . .	.0055	.0325	.0225	20.62	.032	.02	43.05
8	Boston, Hartford & Erie, . . . . .	.0103	.0258	.0272	9.5	.057	.03	27.35
9	Boston & Lowell, . . . . .	.0099	.0274	.0197	13.11	.039	.0276	28.47
10	Boston & Maine, . . . . .	.00735	.0259	.0221	13.84	.0285	.0204	39.93
11	Boston & Providence, . . . . .	.0116	.0293	.0209	11.43	.048	.0306	26.65
12	Cape Cod, . . . . .	.0047	.0352	.0296	25.29	.0419	.0425	24.76
13	Cheshire, . . . . .	.0024	.0334	.0303	34.28	.0271	.021	55.52
14	Connecticut River, . . . . .	.00825	.032	.0353	11.14	.073	.032	25.35
16	Duxbury & Cohasset, . . . . .	.012	.034	.035	7.82	.073	.058	10.64
17	Eastern, . . . . .	.0088	.0247	.017	13.29	.042	.017	30.24
19	Fitchburg, . . . . .	.0102	.024	.0221	13.02	.068	.025	26.5
21	Hanover Branch, . . . . .	.0112	.035	.0325	4.29	.08	.06	4.06
22	Hartford & New Haven, . . . . .	.007	.0292	.0283	27.51	.032	—	41.88
31	Middleborough & Taunton, . . . . .	.0084	.0437	.0511	6.96	.10	.127	4.7
35	Nashua & Lowell, . . . . .	.0099	.0274	.0197	13.11	.039	.0276	27.55
36	New Bedford & Taunton, . . . . .	.0077	.027	.0334	14.14	.06	.0681	9.54
39	New Haven & Northampton,	—	—	—	18.36	—	.0385	41.53	
40	New London Northern,	—	—	—	14.93	.058	.025	46.88	
41	Norwich & Worcester, . . . . .	.009	.034	.0333	18.73	.038	.043	38.31
42	Old Colony & Newport, . . . . .	.01	.026	.017	13.07	.0549	.0338	27.29
44	Providence & Worcester, . . . . .	.0078	.0276	.0276	9.01	.0349	.0276	30.4
45	Salem & Lowell,	—	—	—	—	—	—	—	

46	South Shore,	.	.	.	.	\$0.0145	\$0.0474	\$0.022	5.94	\$0.085	\$0.081	5.77
50	Taunton Branch,	.	.	.	.	.0081	.0333	.032	10.20	.06	.0402	10.99
51	Vermont & Massachusetts,	.	.	.	.	.0094	.033	.037	21.9	.085	.08	22.4
55	Worcester & Nashua,.	.	.	.	.	.00896	.0294	.0292	16.8	.0302	.025	32.01
	Average,	.	.	.	.	—	—	—	14.78	—	—	49.15

Tabulated Comparative Results of Railroad Corporations—Continued.

Number.	NAMES OF CORPORATIONS.	DEAD WEIGHT HAULED ONE MILE.		AVERAGE MILES RUN.		
		TONS TO EACH.		136.—Locomotives.	137.—Passenger Cars.	138.—Freight Cars.
		134.—Passenger.	135.—Freight, Ton.			
5	Boston & Albany,	1,674	5.22	23,704	33,519	14,729
6	Boston, Barre & Gardner,	4.05	6.11	20,516	14,881	3,084
7	Boston, Clinton & Fitchburg,	1.69	3.33	21,035	22,940	6,740
8	Boston, Hartford & Erie,	2.95	3.07	19,414	38,873	7,804
9	Boston & Lowell,	2,102	5.048	20,054	42,135	11,307
10	Boston & Maine,	1.73	4.081	19,934	36,432	10,813
11	Boston & Providence,	1.9	2.57	18,480	34,400	13,891
12	Cape Cod,	2,527	4.193	21,068	28,484	4,439
13	Cheshire,	1.99	3.	22,223	19,719	11,705
14	Connecticut River,	1,846	3.515	18,003	28,199	11,800
16	Duxbury & Cohasset,	—	—	—	—	—
17	Eastern,	2,035	4.9	19,222	40,886	7,590
19	Fitchburg,	1,859	2.966	18,848	32,584	7,755
21	Hanover Branch,	.412	—	10,500	10,500	—
22	Hartford & New Haven,	1,484	2.198	21,139	61,124	9,641
31	Middleborough & Taunton,	2.93	7.111	21,472	7,105	4,259
35	Nashua & Lowell,	2.2	5.048	19,609	41,466	9,430
36	New Bedford & Taunton,	2.25	3.18	13,537	17,311	3,103
39	New Haven & Northampton,	—	—	21,450	38,443	—
40	New London Northern,	2.88	6.7	19,999	27,217	11,295
41	Norwich & Worcester,	2.55	4.4	20,504	22,253	10,050
42	Old Colony & Newport,	1,852	4.803	24,681	30,016	12,938
44	Providence & Worcester,	1.87	4.65	18,792	22,397	9,108
45	Salem & Lowell,	—	—	—	—	—

46	South Shore,	.	.	.	.	1.813	3.406	20,054	18,504	3,604
50	Taunton Branch,	.	.	.	.	2.81	3.12	13,484	15,504	5,133
51	Vermont & Massachusetts,	.	.	.	.	2.39	4.54	19,176	15,516	4,545
55	Worcester & Nashua,	.	.	.	.	2.278	4.5	21,155	44,162	14,609
	Average,	.	.	.	.	1.688	3.100	21,043	25,961	10,556

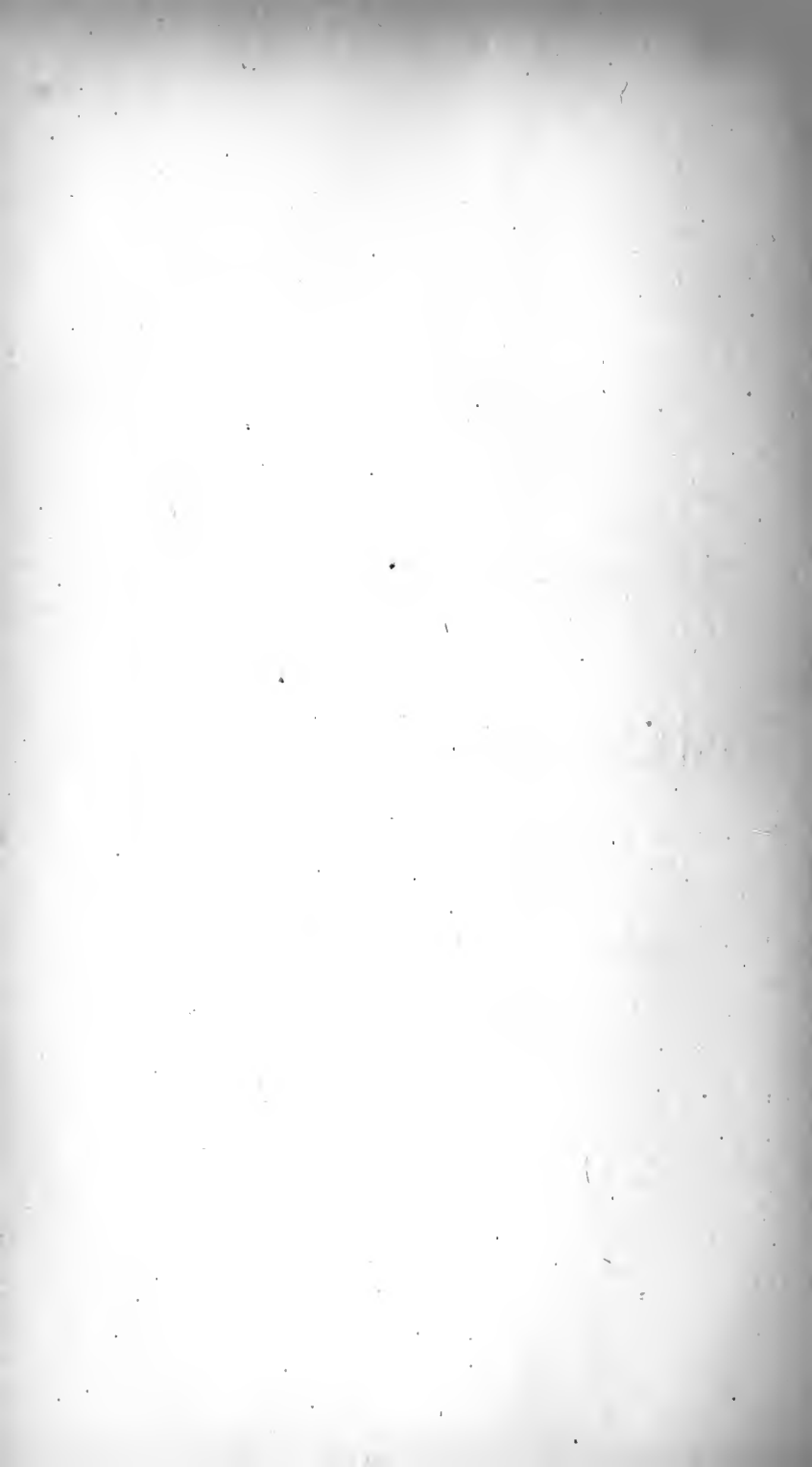
Tabulated Comparative Results of Railroad Corporations—Concluded.

Number.	NAMES OF CORPORATIONS.	AVERAGE PER TRAIN MILE.		CARRIED ONE MILE PER CAR OWNED BY COMPANY.		PER CENT. OF—		
		139.—Passengers carried.*	140.—Freight, tons carried.†	141.—Passengers.	142.—Freight, tons.	143.—Income to Stock and Debt.	144.—Expense to Income.	145.—Net Income to Stock and Debt.
5	Boston & Albany,	93.	81.	624,571	70,524	.40	.75	.102
6	Boston, Barre, & Gardner,	19.	17.	293,872	7,760	.079	.89	.0086
7	Boston, Clinton & Fitchburg,	40.	84.	459,548	31,447	.266	.665	.063
8	Boston, Hartford & Erie,	46.	57.	444,529	27,848	.037	.757	.00906
9	Boston & Lowell,	68.	49.	555,808	18,780	.28	.77	.052
10	Boston & Maine,	78.	49.	561,249	21,341	.358	.769	.088
11	Boston & Providence,	79.	85.	543,330	42,338	.434	.728	.117
12	Cape Cod,	55.	31.	314,824	11,666	.216	.734	.059
13	Cheshire,	52.	47.	299,585	56,017	.285	.777	.063
14	Connecticut River,	65.	68.	457,752	32,324	.31	.71	.093
16	Duxbury & Cohasset,	—	—	—	—	.092	.96	.0036
17	Eastern,	86.	49.	499,973	15,026	.168	.709	.049
19	Fitchburg,	64.	59.	529,155	27,946	.337	.76	.081
21	Hanover Branch,	16.	—	114,499	4,506	.435	.60	.12
22	Hartford & New Haven,	97.	106.	1,086,681	42,981	.29	.64	.106
31	Middleborough & Taunton	21.	21.	143,470	4,402	.237	.806	.045
35	Nashua & Lowell,	65.	49.	546,985	18,794	.692	.85	.097
36	New Bedford & Taunton,	52.	61.	250,579	10,484	.42	.77	.091
39	New Haven & Northampton,	29.	39.	373,315	25,377	.16	.66	.055
40	New London Northern,	25.	50.	340,893	28,459	.347	.73	.0939
41	Norwich & Worcester,	42.	55.	465,767	25,373	.228	.578	.093
42	Old Colony & Newport,	68.	42.	425,929	22,936	.223	.667	.0741
44	Providence & Worcester,	66.	59.	499,034	23,485	.333	.732	.089
45	Salem & Lowell,	—	—	—	—	—	—	—

46	South Shore,	.	.	.	.	.	.	23.	241,841	1,714	.16	.765	.040
50	Taunton Branch,	.	.	.	.	.	.	64.	229,513	19,341	.288	.718	.081
51	Vermont & Massachusetts,	.	.	.	.	.	.	33.	318,139	10,773	.145	.695	.044
55	Worcester & Nashua,	.	.	.	.	.	.	48.	534,735	33,052	.33	.667	.116
	Average,	.	.	.	.	.	.	67.	525,173	38,679	.228	.722	.063

* Per Passenger Train Mile.

† Per Freight Train Mile.



TABULATED STATEMENT

COMPILED FROM

STREET RAILWAY RETURNS.

[FOR CONTENTS OF TABLES, SEE PAGE 157.]

Tabulated Statement prepared from the Returns of the several Street (Horse) Railway Companies.

Number.	STREET RAILWAYS.	146.—Capital Stock paid in.	DEBT.			COST AND EQUIPMENT.	
			147.—Funded.	148.—Unfunded.	149.—Total.	150.—Road.	151.—Equipment.
1	Albany Street Freight,	\$75,000 00	—	—	—	\$48,193 04	\$516 30
2	Boston & Chelsea, <i>a</i>	110,000 00	—	—	—	110,000 00	—
3	Boston & West Roxbury, <i>b</i>	41,000 00	—	—	—	56,133 27	—
4	Cambridge, <i>c</i>	740,900 00	\$150,000 00	—	\$150,000 00	740,900 00	—
5	Lowell,	56,000 00	—	\$3,500 00	3,500 00	49,349 99	32,353 72
6	Lynn & Boston,	200,000 00	50,000 00	43,697 27	93,697 27	170,832 68	106,748 48
7	Malden & Melrose, <i>d</i>	200,000 00	—	—	—	60,246 48	—
8	Medford & Charlestown, <i>e</i>	21,000 00	4,000 00	—	4,000 00	22,600 00	—
9	Merrimac Valley,	50,000 00	—	—	—	37,000 00	26,000 00
10	Metropolitan,	1,500,000 00	—	589,390 16	589,390 16	678,729 88	1,150,458 76
11	Middlesex,	400,000 00	184,500 00	158,822 30	343,322 30	389,866 60	201,126 81
12	New Bedford & Fairhaven, <i>f</i>	38,400 00	—	16,352 87	16,352 87	44,640 29	10,226 51
13	Northampton & Williamsburg,	300,000 00	—	6,499 47	6,499 47	300,000 00	—
14	North Woburn, <i>g</i>	20,800 00	—	—	—	28,310 00	7,000 00
15	Salen, <i>g</i>	150,000 00	35,900 00	1,800 00	37,700 00	203,734 52	—
16	Somerville, <i>h</i>	98,000 00	—	—	—	98,000 00	—
17	South Boston,	450,000 00	—	—	—	180,536 42	259,786 58

			\$50,000 00			\$7,674 57*	\$7,674 57*	\$49,921 47*	\$15,159 49*
18	Springfield, . . . . .	.	\$50,000 00	.	—	—	—	33,000 00	5,744 44
19	Stoneham, <i>g</i> . . . . .	.	33,000 00	.	—	—	—	27,102 77	26,311 56
20	Taunton, . . . . .	.	40,000 00	.	—	7,500 00	7,500 00	—	445,494 36
21	Union, <i>i</i> . . . . .	.	355,500 00	.	\$17,500 00	132,107 70	149,607 70	32,144 82	4,829 00
22	Waltham & Newton, . . . . .	.	23,534 00	.	—	16,316 04	16,316 04	62,151 74	—
23	Winnisimmet, <i>j</i> . . . . .	.	50,400 00	.	—	—	—	29,420 91	55,432 31
24	Worcester, . . . . .	.	40,000 00	.	33,000 00	26,967 65	59,967 65		
	Total, . . . . .	.	\$5,043,534 00	.	\$474,900 00	\$1,010,628 03	\$1,485,528 03	\$3,452,814 88	\$2,347,188 32

* As per balance sheet.

Tabulated Statement of Returns of Street Railway Companies—Continued.

Number.	STREET RAILWAYS.	COST AND EQUIPMENT—Con.		154.—Length of Road, including Branches, Sidings, &c.	155.—Miles Run.	156.—Number of Passengers carried.
		152.—Railways and Branches purchased.	153.—Total.			
1	Albany Street Freight,	—	\$48,709 34	1.12	—	—
2	Boston & Chelsea,	—	110,000 00	4.63	—	—
3	Boston & West Roxbury,	—	56,133 27	1.25	—	—
4	Cambridge,	—	740,900 00	29.19	—	—
5	Lowell,	—	81,703 71	4.03	128,622	601,665
6	Lynn & Boston, . . .	—	277,581 16	11.62	488,460	2,344,795
7	Malden & Melrose, . .	—	60,246 48	3.60	—	—
8	Medford & Charlestown,	\$12,000 00	34,600 00	3.46	—	—
9	Merrimac Valley, . . .	—	63,000 00	5.26	122,000	498,578
10	Metropolitan,	390,558 65	2,219,747 29	46.29	2,438,565	17,459,102
11	Middlesex,	12,708 19	603,701 60	16.24	607,813	4,269,904
12	New Bedford & Fairhaven,	—	54,866 80	3.49	—	88,291
13	Northampton & Williamsburg,	—	300,000 00	3.21	19,283	74,123
14	North Woburn,	—	35,310 00	2.74	18,598	81,602
15	Salem,	—	203,734 52	7.85	155,689	825,324
16	Somerville,	—	98,000 00	4.03	—	—
17	South Boston,	—	440,323 00	7.68	696,421	5,509,457

18	Springfield, .	.	.	.	.	\$65,080 96	3.02	69,072	332,042
19	Stoneham, .	.	.	.	.	38,744 44	2.53	40,000	177,702
20	Taunton, .	.	.	.	.	53,414 33	4.32	80,192	329,862
21	Union, .	.	.	.	.	445,494 36	—	1,226,458	7,156,914
22	Waltham & Newton, .	.	.	.	.	36,973 82	3.11	27,000	124,101
23	Winnisimmet, .	.	.	.	.	62,151 74	3.25	—	—
24	Worcester, .	.	.	.	.	84,853 22	4.37	119,253	400,707
	Total, .	.	.	.	.	\$415,266 84	176.29	6,237,426	40,274,169
						\$6,215,270 04			

* As per balance sheet.

Tubulated Statement of Returns of Street Railway Companies—Continued.

Number.	STREET RAILWAYS.	157.—Number of Round Trips.	158.—Rate of Speed, including Stops. Miles per hour.	159.—Gross Income.	160.—Expense of Operating.	161.—Net Income.	162.—Income Expended in Construction, &c.
1	Albany Street Freight,	—	—	\$3,407 37	\$2,356 87	\$1,050 50	—
2	Boston & Chelsea,	—	—	8,800 00	1,147 08	7,652 92	—
3	Boston & West Roxbury,	—	—	2,500 00	—	2,500 00	\$15,133 27
4	Cambridge,	—	—	69,681 00	—	69,681 00	—
5	Lowell,	18,137	5	34,978 98	31,840 91	3,138 07	22,203 71
6	Lynn & Boston, . . .	39,118	6	182,774 30	175,789 65	6,984 65	27,581 16
7	Malden & Melrose, . .	—	—	—	—	—	—
8	Medford & Charlestown,	—	—	2,240 00	353 66	1,886 34	9,600 00
9	Merrimac Valley, . . .	16,744	5	37,445 96	27,924 95	9,521 01	13,000 00
10	Metropolitan,	420,321	5 to 6	986,040 66	811,656 87	174,383 79	—
11	Middlesex,	107,204	5	234,306 20	190,809 19	43,497 01	—
12	New Bedford & Fairhaven, .	—	4	5,475 43	3,659 95	1,815 48	—
13	Northampton & Williamsburg,	3,143	6	7,521 43	7,907 72	—	—
14	North Woburn,	3,457	8	1,920 00	215 16	1,704 84	—
15	Salem,	43,489	5½	51,253 22	65,076 17	—	—
16	Somerville,	—	—	5,650 00	—	5,650 00	—
17	South Boston,	121,696	5	296,572 14	249,871 49	46,700 65	—

18	Springfield, .	.	.	.	.	17,268	5	\$24,262 28	\$22,657 45	\$1,604 83	\$7,408 37
19	Stoneham, .	.	.	.	.	8,000	6	15,390 02	13,896 35	1,493 67	-
20	Taunton, .	.	.	.	.	14,069	5	21,346 19	15,549 46	5,796 73	5,914 33
21	Union, .	.	.	.	.	175,645	6½	493,461 84	452,991 09	40,470 75	-
22	Waltham & Newton, .	.	.	.	.	4,200	7½	7,791 62	6,803 53	988 09	-
23	Winnisimmet, .	.	.	.	.	-	-	3,600 00	522 74	3,077 26	-
24	Worcester, .	.	.	.	.	11,277	6	26,171 00	26,722 47	-	-
	Total, .	.	.	.	.	1,003,768	5.68	\$2,522,589 64	\$2,107,752 76	\$429,597 59	\$100,840 84

Tabulated Statement of Returns of Street Railway Companies—Continued.

Number.	STREET RAILWAYS.	163.—Expenses charged to Capital Account.	DIVIDENDS.		166.—Interest paid.	SURPLUS.	
			164.—Amount.	165.—Per cent.		167.—This Year.	168.—Total.
1	Albany Street Freight,	—	—	—	—	\$1,050 50	\$2,382 11†
2	Boston & Chelsea,	—	\$7,480 00	.068	—	172 92	132 62†
3	Boston & West Roxbury,	—	2,050 00	.05	—	450 00	—
4	Cambridge..	—	66,681 00	.09	—	3,000 00	—*
5	Lowell,	\$3,629 57	—	—	\$346 09	2,791 98	22,580 47†
6	Lynn & Boston,	270 00	—	—	4,422 71	2,561 94	12,787 14
7	Malden & Melrose,	—	—	—	—	—	—
8	Medford & Charlestown,	—	—	—	360 00	1,526 34	3,736 55
9	Merrimac Valley,	—	—	—	—	9,521 01	22,521 01†
10	Metropolitan,	514,181 22	126,602 56	.10	28,346 33	19,434 90	170,266 77†
11	Middlesex,	—	24,000 00	.06	15,135 31	4,361 70	43,102 26
12	New Bedford & Fairhaven,	—	—	—	—	1,815 48	—
13	Northampton & Williamsburg,	—	—	—	—	—	—
14	North Woburn,	—	—	—	611 38	1,093 46	—*
15	Salem,	1,295 65	—	—	2,257 25	—	—
16	Somerville,	—	5,650 00	.0576	—	—	—
17	South Boston,	25,910 93	45,576 92	.10	—	1,123 73	20,028 47

18	Springfield,	\$949 92	—	—	\$554 10	\$1,050 73	\$7,408 37†
19	Stonham,	1,150 00	—	—	—	1,493 67	—
20	Taunton,	—	—	—	—	5,796 73	5,796 73
21	Union,	44,073 82	\$19,312 50	.075	9,624 28	11,533 97	26,379 72
22	Waltham & Newton,	8,575 44	—	—	2,429 33	—	—
23	Winnisimmet,	—	2,132 00	.04	—	945 26	—
24	Worcester,	—	—	—	2,407 24	—	—
	Total,	\$600,036 55	\$299,484 98	.0593	\$66,494 02	\$69,724 32	\$317,758 01

* Total surplus not reported.

† As per balance sheet.

Tabulated Statement of Returns of Street Railway Companies—Concluded.

Number.	STREET RAILWAYS.	NUMBER OF—				ACCIDENTS.	
		169.—Horses.	170.—Cars.	171.—Other Vehicles.	172.—Persons employed.	173.—Fatal.	174.—Not Fatal.
1	Albany Street Freight,	—	—	—	1	—	—
2	Boston & Chelsea,	—	—	—	—	—	—
3	Boston & West Roxbury,	—	—	—	—	—	—
4	Cambridge,	—	—	—	—	—	—
5	Lowell,	55	13	9	25	—	—
6	Lynn & Boston,	235	35	—	102	2	6
7	Malden & Melrose, . . .	—	—	—	—	—	—
8	Medford & Charlestown, .	—	—	—	—	—	—
9	Merrimac Valley,	50	7	7	21	—	—
10	Metropolitan,	1,220	204	154	759	2	36
11	Middlesex,	300	53	—	155	—	5
12	New Bedford & Fairhaven, .	20	8	—	16	—	—
13	Northampton & Williamsburg, .	11	2	2	5	—	—
14	North Woburn,	10	3	1	—	—	—
15	Salem,	54	20	14	35	—	4
16	Somerville,	—	—	—	—	—	—
17	South Boston,	300	52	40	184	1	11

18	Springfield, .	.	.	.	32	6	6	15	-	-	-	7
19	Stoneham, .	.	.	.	20	5	-	-	-	-	-	1
20	Taunton, .	.	.	.	35	8	1	12	-	-	-	-
21	Union, .	.	.	.	693	97	17	305	-	-	-	7
22	Waltham & Newton, .	.	.	.	12	3	3	6	-	-	-	1
23	Winnisimmet, .	.	.	.	-	-	-	-	-	-	-	-
24	Worcester, .	.	.	.	45	17	10	20	-	-	-	-
Total, .		.	.	.	3,092	533	264	1,661	5	-	-	70

Tabulated Comparative Statement prepared from the Returns of the several Street (Horse) Railway Companies.

Number	STREET RAILWAY S.	PER MILE OF ROAD OWNED.		177.—Average cost per mile of Track built by Company.	178.—Average cost of Equipment per mile of single track operated.	179.—Average number of Passengers per Round Trip.
		175.—Capital Stock paid in.	176.—Debt.			
1	Albany Street Freight,	\$66,964 28	—	\$54,722 42	\$460 98	—
2	Boston & Chelsea,	23,758 09	—	23,758 09	—	—
3	Boston & West Roxbury,	32,800 00	—	44,906 61	—	—
4	Cambridge,	25,384 98	\$5,138 74	30,527 57	—	—
5	Lowell,	13,895 78	868 48	12,245 65	8,028 21	33.17
6	Lynn & Boston,	17,211 70	8,063 44	14,701 60	9,186 61	59.94
7	Malden & Melrose,	55,555 55	—	16,735 13	—	—
8	Medford & Charlestown,	6,069 36	1,156 06	6,531 79	—	—
9	Merrimac Valley,	9,505 70	—	7,031 22	4,942 96	29.77
10	Metropolitan,	32,401 40	12,732 55	14,662 55	24,853 28	41.53
11	Middlesex,	24,630 54	21,140 53	24,006 56	12,384 65	39.83
12	New Bedford & Fairhaven,	11,002 86	4,685 63	12,790 91	2,930 23	—
13	Northampton & Williamsburg,	93,457 94	2,025 41	93,457 94	—	23.58
14	North Woburn,	7,591 24	—	10,332 11	2,554 74	23.60
15	Salem,	19,408 28	4,802 54	—	—	18.98
16	Somerville,	24,317 61	—	24,317 61	—	—
17	South Boston,	58,593 75	—	23,507 31	33,826 37	45.27

18	Springfield,	16,556 29	794 70	12,175 12	9,389 40	19.22
19	Stonoham,	13,013 08	—	13,043 08	2,270 52	22.21
20	Taunton,	9,259 25	1,736 11	6,296 93	6,090 63	23.44
21	Union,	—	—	—	13,707 51	40.70
22	Waltham & Newton,	7,567 20	5,246 31	10,336 27	1,552 73	29.50
23	Winnisimmet,	15,507 69	—	19,123 61	—	—
24	Worcester,	9,153 31	13,722 57	—	15,932 79	35.53
	Average,	\$28,609 30	\$8,309 69	\$19,349 59	\$14,461 64	40.12

Tabulated Comparative Statement of Returns of Street Railway Companies—Continued.

Number.	STREET RAILWAYS.	GROSS EARNINGS.				EXPENSES.	
		180.—Per mile of single track operated.	181.—Per mile run.	182.—Per Passenger carried.	183.—Per Round Trip.	184.—Per mile of single track operated.	
1	Albany Street Freight,	\$3,872 01	—	—	—	\$2,678 26	
2	Boston & Chelsea,	—	—	—	—	—	
3	Boston & West Roxbury,	—	—	—	—	—	
4	Cambridge,	—	—	—	—	—	
5	Lowell,	9,180 83	\$0.2711	\$0.0581	\$1 92	8,357 19	
6	Lynn & Boston,	12,048 40	.3782	.0779	4 67	11,813 60	
7	Malden & Melrose,	—	—	—	—	—	
8	Medford & Charlestown,	—	—	—	—	—	
9	Merrimac Valley,	7,489 19	.3069	.0751	2 23	5,584 99	
10	Metropolitan,	22,651 97	.4043	.0564	2 34	18,645 91	
11	Middlesex,	9,742 46	.3856	.0548	2 18	7,933 85	
12	New Bedford & Fairhaven,	1,654 20	—	—	—	1,105 72	
13	Northampton & Williamsburg,	2,350 44	.39	.1014	2 39	2,471 16	
14	North Woburn,	713 75	.1032	.0234	55	—	
15	Salem,	7,836 73	.3292	.0621	1 17	9,950 48	
16	Somerville,	1,506 66	—	—	—	—	
17	South Boston,	41,478 62	.4258	.0533	2 43	34,947 06	

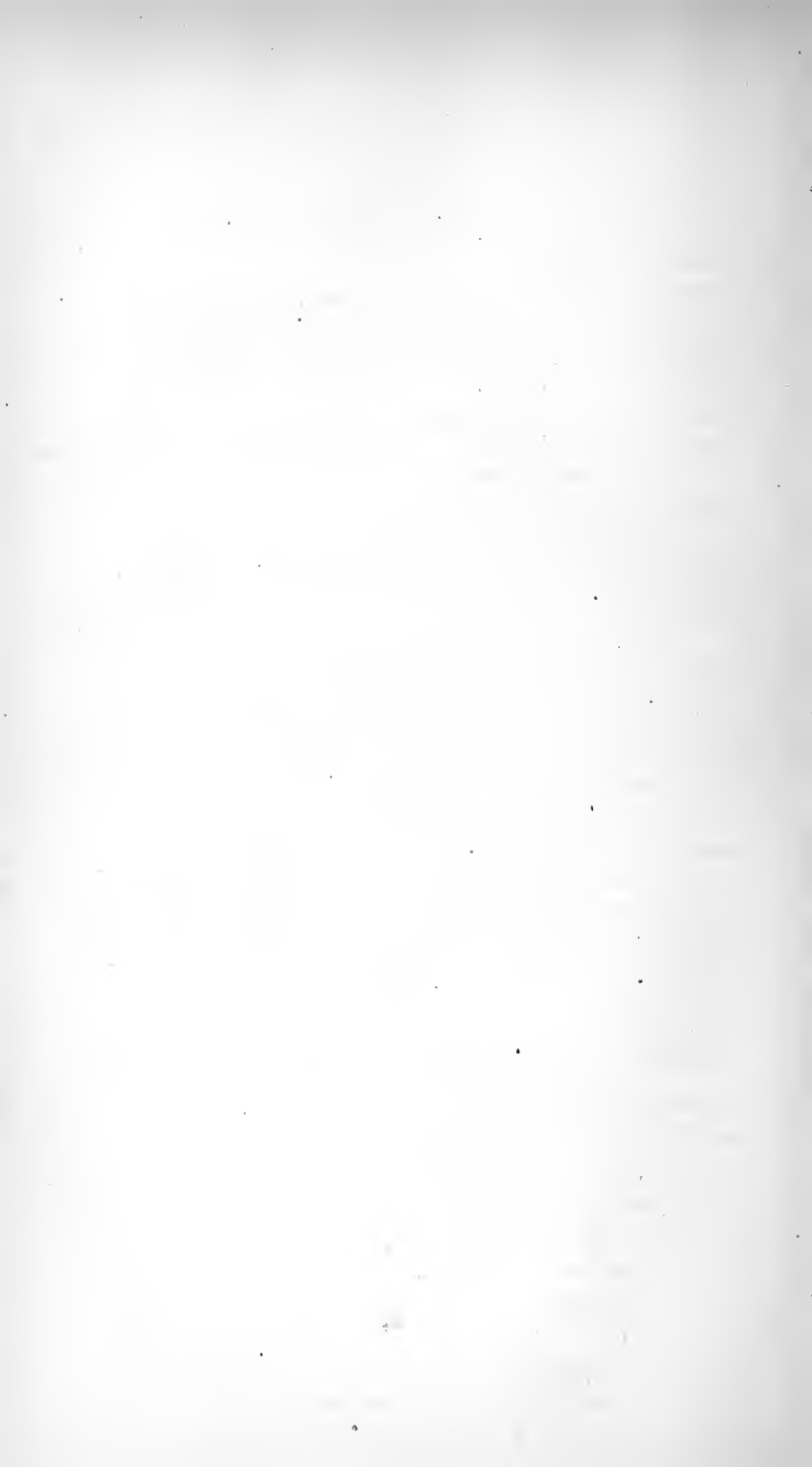
18	Springfield,	\$8,986 03	\$0.3511	\$0.073	\$1 40	\$8,391 64
19	Stoneham,	6,156 00	.3847	.0866	1 92	5,558 54
20	Taunton,	5,211 78	.2661	.0647	1 51	3,801 82
21	Union,	15,183 44	.4023	.0689	2 81	13,938 18
22	Waltham & Newton,	2,505 34	.2885	.0627	1 85	2,187 60
23	Winnisimmit,	—	—	—	—	—
24	Worcester,	6,745 10	.2194	.0653	2 32	6,887 23
	Average,	\$15,414 54	\$0.4044	\$0.0626	\$2 51	\$12,879 63

Tabulated Comparative Statement of Returns of Street Railway Companies—Concluded.

Number.	S T R E E T R A I L W A Y S .	EXPENSES—Con.			REPAIRS PER MILE OPERATED.		
		185.—Per Mile run.	186.—Per Passenger carried.	187.—Per Round Trip.	188.—Road Bed and Track.	189.—Cars, Harnesses, Horse-shoeing, &c.	190.—Keeping good the Stock of Horses.
1	Albany Street Freight,	—	—	—	\$2 47	—	—
2	Boston & Chelsea,	—	—	—	—	—	—
3	Boston & West Roxbury,	—	—	—	—	—	—
4	Cambridge,	—	—	—	—	—	—
5	Lowell,	\$0.2475	\$0.0529	\$1 75	156 10	\$572 59	\$425 24
6	Lynn & Boston, . . . . .	.3689	.0768	4 60	1,267 85	1,249 28	672 51
7	Malden & Melrose,	—	—	—	—	—	—
8	Medford & Charlestown,	—	—	—	—	—	—
9	Merrimac Valley, . . . . .	.2288	.056	1 66	300 00	707 17	38 50
10	Metropolitan, . . . . .	.3328	.0464	1 93	1,741 91	1,026 71	799 76
11	Middlesex, . . . . .	.3139	.0446	1 77	616 91	893 10	333 79
12	New Bedford & Fairhaven,	—	—	—	—	94 73	—
13	Northampton & Williamsburg, . . . . .	.41	.1066	2 51	36 82	175 72	12 03
14	North Woburn,	—	—	—	—	—	—
15	Salem, . . . . .	.4179	.0788	1 49	4,285 81	1,044 17	188 69
16	Somerville,	—	—	—	—	—	—
17	South Boston, . . . . .	.3587	.0453	2 05	2,964 35	3,221 22	1,475 53

18	Springfield,	\$0.3282	\$0.0682	\$1 31	\$141 20	\$692 67	\$1,056 07
19	Stoneham, . . . . .	.3474	.0782	1 73	354 20	482 84	-
20	Taunton, . . . . .	.1939	.0471	1 10	146 69	122 24	-
21	Union, . . . . .	.3693	.0632	2 57	306 98	947 66	848 04
22	Waltham & Newton, . . . . .	.2519	.0548	1 62	188 36	132 78	244 37
23	Winnisimmet,	-	-	-	-	-	-
24	Worcester, . . . . .	.2240	.0666	2 36	99 94	287 46	-
	Average,	\$0.3379	\$0.0523	\$2 09	\$1,081 95	\$978 39	\$607 93

NOTE.—The returns from the Street Railway Companies are in many cases incomplete and contradictory.



NOTES TO ABSTRACT OF RAILROAD RETURNS.

- a* In process of construction.
- b* Leased to and operated by the Boston & Providence Railroad Corporation.
- c* Leased to and operated by the Housatonic Railroad Company, of Connecticut.
- d* Operated by trustees; the return gives no information concerning capital stock or cost of road.
- e* Operated by the Boston & Maine Railroad Company.
- f* Owned by three towns and South Shore Railroad Company; equipment furnished by South Shore Railroad Company.
- g* Equipment hired; no freight trains run.
- h* Operated by the Boston, Clinton & Fitchburg Railroad Company.
- i* Leased to and operated by the New Haven & Northampton Company.
- j* Belongs to an ice company, and is used only for carrying their ice; operated by Boston & Lowell Railroad Company.
- k* Operated by the Boston & Lowell Railroad Company.
- l* Operated by the Providence & Worcester Railroad Company.
- m* A freight road only; operated by the Eastern Railroad Company.
- n* Leased to Boston, Hartford & Erie Railroad Company, but return made by the Norwich & Worcester Railroad Company.
- o* Operated by the Boston & Albany Railroad Company.
- p* Leased to and operated by the Nashua & Lowell Railroad Company.
- q* Operated, in part, by the Boston & Providence Railroad Company. Consolidated since the return with the Boston & Providence Railroad Company.
- r* Operated, as far as completed, by the New London Northern Railroad Company.

NOTES TO TABULAR STATEMENT OF STREET RAILWAY RETURNS.

- a* Equipped and operated by the Lynn & Boston Company.
- b* Operated by the Metropolitan Company.
- c* Equipped and operated by the Union Company.
- d* Equipped and operated by the Middlesex Company.
- e* Equipped and operated by the Middlesex Company.
- f* In process of construction; a part only operated.
- g* Leased to and operated by private parties.
- h* Operated in part by Middlesex Company, and in part by Union Company.
- i* Owns no tracks; operates the Cambridge and part of the Somerville roads.
Leased to and operated by the Lynn & Boston Company.

Part II.

RAILROAD REPORTS,

FOR THE YEAR

ENDING SEPTEMBER 30, 1872.

R E P O R T

OF THE

ASHBURNHAM RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts.		
1. Capital stock authorized by charter,		\$300,000 00
2. Capital stock authorized by votes of company,		100,000 00
3. Capital stock paid in (number of shares, 1,000),		40,700 00
4. Capital stock issued,	None issued.	
5. Capital stock paid in per mile of road owned by company,		16,280 00
6. Capital stock paid in, proportion for Massachusetts,	All in Mass.	
7. Par value of shares,		100 00
8. Funded debt as follows:—		
1st mortgage bonds, due, rate of interest	None.	
2d mortgage bonds, due, rate of interest	None.	
3d mortgage bonds, due, rate of interest	None.	
9. Total amount of funded debt,	None.	
10. Unfunded debt, incurred for construction, equipment or purchase of property,		11,049 61
11. Debt incurred for any other purpose, and for what,	—	—
12. Total amount of debt,		11,049 61
13. Proportion of debt for Massachusetts,	All in Mass.	
14. Proportion of debt per mile of road,	All in Mass.	
15. Total cash realized from capital and debt,	None.	
16. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property,	None.	
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,		*33,522 48
18. Proportion of above for Massachusetts,	All in Mass.	
19. Number of stockholders,	87	
20. Amount of stock held in Massachusetts,	All in Mass.	
21. Number of stockholders in Massachusetts,	All in Mass.	

Cost of Road, Equipment and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.

1. Grading and masonry,	\$20,730 20	
2. Bridging,	—	—
3. Superstructure, including rails,	10,797 68	
4. Land, land damages and fences,	595 00	
5. Passenger and freight stations, wood-sheds and water stations,	—	—
6. Engine-houses, car-sheds and turn-tables,	—	—

* Probably an error, as stock and debt amount to but \$27,329.61. [Com.]

7. Interest paid during construction, discount, &c.,	-	-
8. Engineering, agencies, salaries and other expenses during construction,	\$1,399 60	\$33,522 48
9. <i>Total expended for construction,</i>		
10. Average cost of construction per mile of road built by company,	Road not completed.	
11. Same per mile of single track built by company, not including sidings,	Road not completed.	
12. Proportion of cost of construction for Massachusetts,	All in Mass.	
NO EQUIPMENT.		
Description of Road.		
1. Length of main line of road from Ashburnham Junction to Ashburnham Centre,	Two and one-half miles.	
Length of main line of road in Massachusetts, In other States, specifying each,	All in Mass.	
2. Length of line of track laid, if road is not completed,	-	-
9. Total length of road belonging to this company,	No track laid.	
	Two and one-half miles.	

24. BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	Kind.	Material.	Length.	When Built.
Near Ashburnham Junction,	Truss,	Stone and wood,	About 20 ft.,	1872.
25. Number of crossings of highways at grade,	Seven.			
26. Number of crossings of highways over railroad,	None.			
27. Number of crossings of highways under railroad,	None.			
28. Number of highway bridges 18 feet above track,	None.			
29. Number of highway bridges less than 18 feet above track,	None.			
30. Number of crossings at which gates or flagmen are maintained,	None.			
31. Number of crossings at which there are neither gates nor flagmen,	Seven.			
32. Number of railroad crossings at grade,	None.			
33. Number of railroad crossings over other railroads,	None.			
34. Number of railroad crossings under other railroads,	None.			
39. Total miles of road operated by this company,	Road not completed.			

Name and Residence of Officers.

George C. Winchester, *President*, Ashburnham, Mass. George H. Barrett, *Clerk and Treasurer*, Ashburnham, Mass. Ohio Whitney, Ashburnham, Mass.; D. Nevins, Jr., So. Framingham, Mass.; Austin Whitney, Ashburnham, Mass.; H. A. Blood, Fitchburg, Mass.; O. T. Ruggles, Fitchburg, Mass.; A. A. Walker, Ashburnham, Mass.,—all *Directors*.

Proper Address for the Company.

ASHBURNHAM RAILROAD CO., ASHBURNHAM, MASS.

GEO. C. WINCHESTER,
OHIO WHITNEY,
AUSTIN WHITNEY,
A. A. WALKER,

Directors of the Ashburnham Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. November 4, 1872. Then personally appeared the above-named Geo. C. Winchester, Ohio Whitney and A. A. Walker, and severally made oath to the truth of the foregoing statement by them subscribed.

WILLIAM P. ELLIS, *Justice of the Peace.*

REPORT

OF THE

ATHOL AND ENFIELD RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts.

1. Capital stock authorized by charter,	\$700,000 00
2. Capital stock authorized by votes of company,	700,000 00
3. Capital stock paid in, number of shares, 5,200,	520,000 00
4. Capital stock issued,	520,000 00
5. Capital stock paid in per mile of road owned by company,	13,812 00
6. Capital stock paid in, proportion for Massachusetts,	All.
7. Par value of shares,	100 00
8. Funded debt as follows:—	
1st mortgage bonds, due July 1, 1883, rate of interest, 7 per cent.,	\$50,000 00
1st mortgage bonds, due July 1, 1888, rate of interest, 7 per cent.,	144,400 00
1st mortgage bonds, due July 1, 1891, rate of interest, 7 per cent.,	99,000 00
9. Total amount of funded debt,	293,400 00
10. Unfunded debt, incurred for construction, equipment or purchase of property,	40,105 00
11. Debt incurred for any other purpose, and for what [interest],	4,500 00
12. Total amount of debt,	338,005 00
13. Proportion of debt for Massachusetts,	All.
14. Proportion of debt per mile of road,	11,112 00
15. Total cash realized from capital and debt,	858,005 00
16. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property,	6,650 00
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,	857,828 00
18. Proportion of above for Massachusetts,	All.
19. Number of stockholders,	166
20. Amount of stock held in Massachusetts,	518,800 00
21. Number of stockholders in Massachusetts,	163

Cost of Road, Equipment and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.

1. Grading and masonry [engineering],	} \$772,385 00
2. Bridging,	
3. Superstructure, including rails,	
4. Land, land damages and fences,	
5. Passenger and freight stations, wood-sheds and water stations,	
6. Engine-houses, car-sheds and turn-tables,	

* Evidently an error, the capital, debt and income applied to construction being \$860,155.00, according to the above statement. [Com.]

[Paid for land and land damages,]		\$29,720 00	
7. Interest paid during construction, discount, &c.,	-	-	
8. Engineering, agencies, salaries and other expenses during construction,	-	-	
[Interest, agencies, salaries and other expenses during construction,]		3,763 00	
9. <i>Total expended for construction,</i>			\$805,873 00
10. Average cost of construction per mile of road built by company,			26,000 00
11. Same per mile of single track built by company, not including sidings,			26,000 00
12. Proportion of cost of construction for Massachusetts,		All.	
EQUIPMENT.			
13. Locomotives and snow-plows,	}	7,555 00	
14. Passenger, mail and baggage cars,			
15. Freight and other cars,			
16. Machine-shops, machinery and tools,			
17. <i>Total for equipment,</i>			7,555 00
18. Average cost of equipment <i>per mile of road operated</i> by company,		-	-
19. Proportion for Massachusetts,		-	-
PROPERTY PURCHASED.			
20. branch, original cost,			
purchased for		-	-
21. Stock of Athol and Enfield road, 389 shares,			
purchased for		\$38,900 00	
22. Bonds of road, nominal amount			
purchased for		-	-
23. Steamboat nominal amount,			
purchased for		-	-
24. Lands in Dana, Mass., not necessary for operation of road,		3,500 00	
Lands in Enfield and Belchertown, not necessary for operation of road,		2,000 00	
25. Other property purchased,		-	-
26. <i>Total property purchased,</i>			44,400 00
27. Property in Massachusetts (including proportion of equipment,)		-	-
28. WHOLE AMOUNT OF PERMANENT INVESTMENTS,			857,828 00
29. Proportion for Massachusetts,		-	-
30. Amount of sinking and contingent funds,		-	-

Description of Road.

1. Length of main line of road from Athol to junction with New London Northern R. R.,		30.4 miles.
Length of main line of road in Massachusetts, In other States, specifying each,	30.4	-
2. Length of line with track laid, if road is not completed,	-	-
3. Length of double track on main line,	-	-
4. Branches owned by company. Name and description of each single or double track ; length,	-	-
5. Total length of branches owned by company,	-	-
6. Total length of branches owned by company in Massachusetts,	-	-
7. Total length of branches owned by company in other States specifying each,	-	-
8. Length of double track on branches,	-	-

9. Total length of road belonging to this company,	-	-
10. Aggregate length of sidings and other tracks not above enumerated,	4,800 feet.	0.91 miles.
11. Same in Massachusetts,	-	-
12. Aggregate length of tracks belonging to this company, computed as single track,	-	-
13. Same in Massachusetts,	-	-
14. Total length of steel rails in tracks belonging to this company,	None.	
[Weights per yard,]		
15. Total length of steel-top rails in tracks belonging to this company,	None.	
[Weights per yard,]		
16. Miles of telegraph on line of road,	None.	
17. Miles of telegraph owned by this company, . .	-	-
18. Number of telegraph offices in company's stations,	None.	
19. Number of telegraph stations operated by this company,	One.	
20. Number of telegraph stations operated jointly by railroad and telegraph company,	-	-
21. Number of spans of bridges of 25 feet and upwards,	4	
22. Number of iron bridges (aggregate length, . .)	-	-
23. Number of wooden bridges (aggregate length, .)	3	
24. BRIDGES BUILT WITHIN THE YEAR.		
[None.]		
25. Number of crossings of highways at grade, . .	32	
26. Number of crossings of highways over railroad,	None.	
27. Number of crossings of highways under railroad,	None.	
28. Number of highway bridges 18 feet above track,	-	-
29. Number of highway bridges less than 18 feet above track,	-	-
30. Number of crossings at which gates or flagmen are maintained,		-
31. Number of crossings at which there are neither gates nor flagmen,	32	
32. Number of railroad crossings at grade,	None.	
33. Number of railroad crossings over other railroads,	None.	
34. Number of railroad crossings under other railroads,	None.	

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

35. Name, description and length of each, . . .	-	-
36. Total length of above roads,	-	-
37. Total length of above roads in Massachusetts, .	-	-
38. Total length of above roads in other States, specifying each,	-	-
39. Total miles of road operated by this company,	35	
40. Total miles of road operated by this company in Massachusetts,	35	
41. Number of stations on all roads operated by this company,	12	
42. Same in Massachusetts,	-	-

Rolling Stock.

	Total number.	Per mile of road operated.
1. Locomotives (average weight of engines in working order,),	3	.085
2. Tenders (average weight of tenders full of fuel and water,),	-	-

(Average joint weight of engines and tenders, 36 tons.)		Total number.	Per mile of road operated.
3. Snow-plows (average weight), . . .		-	-
4. Passenger cars (average weight, 13 tons), . . .	2	.057	
5. Mail and baggage cars (av. weight, 12 tons), . . .	1	.028	
6. 8-wheel box freight cars (av. weight, 8½ tons), . . .	6		
7. 4-wheel box freight cars (av. weight,), . . .	-	-	-
8. 8-wheel platform cars (av. weight, 7 tons), . . .	11		
9. 4-wheel platform cars (average weight,), . . .	-	-	-
10. Other cars (coal, gravel, &c.), . . .	-	-	-
11. Total freight cars, including coal, &c., on a basis of 8 wheels, . . .	17	.48	
12. Number of locomotives equipped with train brakes, . . .		None.	
(Kind of brake, .)			
13. Number of cars equipped with train brakes, . . .		None.	
(Kind of brake, .)			
14. Number of passenger cars in proportion to passengers carried one mile, . . .	-	-	
[One engine and one passenger car owned by Co., others in use hired.]			
Mileage, Traffic, &c.			
1. Miles run by passenger trains, . . .	21,910		
2. Rate of speed of express passenger trains, in- cluding stops, . . .	2.30		
3. Rate of speed of accommodation trains, includ- ing stops, . . .	3.30		
4. Miles run by freight trains, . . .	21,910		
5. Rate of speed of freight trains, including stops, . . .	5.8		
6. Miles run by other trains, and for what pur- poses, . . .	500		
7. Total train miles run, . . .	44,320		
8. Number of through passengers (whole length of road), . . .	2,452		
9. Number of local passengers (over part of road), . . .	19,326		
10. Total number of passengers carried, . . .	21,778		
11. Total passenger mileage, or passengers carried one mile, . . .	-	-	
12. Passenger mileage to and from other roads, . . .	1,822		
13. Number of tons carried, . . .	17,193		
14. Total freight mileage, or tons carried one mile, . . .	-	-	
15. Freight mileage to and from other roads, . . .	11,462		
16. Average rate of fare per mile (not including season tickets) received from passengers on roads operated by this company, . . .		3¼ cts.	
17. Average rate of fare per mile received from passengers to and from other roads,* . . .		3 cts.	
18. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket [mileage tickets], . . .		3 cts.	
Average rate of fare per mile for all passengers, . . .		3½ cts.	
19. Average rate of freight per ton per mile on roads operated by this company, . . .		¾ ct.†	
20. Average rate of freight per ton per mile to and from other roads,* . . .		⅓ ct.†	
21. Average number of cars in passenger trains, including baggage cars, . . .	2		
22. Average number of cars in freight trains (basis of 8 wheels), . . .	8		
23. Average weight of passenger trains, including locomotive and tender, in working order, . . .		52 tons.	

* After deducting all allowances for tolls, or use of cars, &c.

† Manifest errors, which the officers of the road have failed to correct, though pointed out to them. [Com.]

24. Average weight of freight trains, including locomotive and tender, in working order,	124 tons.
25. Number of persons regularly employed by company, including officials,	73

Classification of Business.

PASSENGERS.

1. Passengers coming from other States,†	-
2. Passengers going to other States,†	-
3. Passengers travelling only within this State,	21,778
4. Total season-ticket passengers (round trip),	-
5. Passengers to Boston (including season),†	-
6. Passengers from Boston (including season),†	-
7. Season-ticket passengers to and from Boston (one round trip daily),†	-

FREIGHT, IN TONS.

	Brought from other States.†	Carried to other States.†	Carried within this State only.	Taken from Boston.‡	Carried to Boston.‡
1. Anthracite coal,	-	-	5,147	-	-
2. Bituminous coal,	-	-	-	-	-
3. Petroleum,	-	-	56	-	-
4. Railroad iron, including steel and steel-capped rails,	-	-	-	-	-
5. Castings and other iron,	-	-	26	-	-
6. Other metals,	-	-	-	-	-
7. Iron and other ores,	-	-	-	-	-
8. Stone and brick,	-	-	216	-	-
9. Lime, cement and sand,	-	-	360	-	-
10. Lumber,	-	-	4,692	-	-
11. Ice,	-	-	-	-	-
12. Live stock,	-	-	10	-	-
13. Dressed carcasses, smoked and salted meats,	-	-	-	-	-
14. Flour,	-	-	568	-	-
15. Grain,	-	-	2,859	-	-
16. Other agricultural products,	-	-	483	-	-
17. Manufactures not included above, \$	-	-	1,983	-	-
18. Merchandise, \$	-	-	550	-	-
19. Other articles,	-	-	243	-	-
20. Total tons carried,	-	-	17,193	-	-

Expenditures Charged to Capital Account during the Year.

1. Main line, extension or alteration of road,	\$42,385 00
2. Branches, extension or alteration of road, specifying each,	-
3. Double track extension,	-
4. Land,	5,785 50
5. Passenger and freight stations, wood-sheds and water stations,	-
6. Engine-houses, car-sheds, and turn-tables,	-
7. New locomotives and snow-plows,	-
8. New passenger cars,	-
[Locomotives and passenger cars,]	7,555 00

† Apply only to roads crossing the State line.

‡ Apply only to the roads terminating in Boston.

§ Manufactured articles starting from the place of manufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depot for sale, they become a part of the general merchandise of the place, and on any second transit are to be reckoned under the second head.

9. New mail and baggage cars,	-
10. New freight cars,	-
11. Machine-shops, machinery and tools,	-
12. Purchase of other roads, specifying what,	-
13. Subscriptions or loans to other roads, specifying what,	-
14. Any other expenditures charged to capital account,	-
15. TOTAL,	\$55,725 50

Expenditures on Operating Account for the Year.

MAINTENANCE OF WAY AND BUILDINGS.

1. Repairs of road, exclusive of bridges and new rails,*	\$6,394 15
2. New iron rails, deducting old rails sold (number of miles, weight per yard,),	-
3. Steel rails (number of miles,, weight per yard,)	-
4. Repairs of bridges,	160 00
5. Repairs of buildings and fixtures,	-
6. Repairs of fences, road crossings, and signs,	-
7. Removing ice and snow,	-
8. Other expenses,	-
9. Total for maintenance of way and buildings,	6,554 15
10. Per mile of road kept in repair,	215 00
11. Per mile of single track kept in repair, not including sidings,	215 00
12. Of the above total there was expended for other than ordinary repairs,	-

TRAFFIC EXPENSES.

13. Repairs of locomotives and snow-plows,†	}	\$1,787 25
14. New locomotives and snow-plows,†		
15. Repairs of machine-shops and machinery,†		
16. New machine-shops and machinery,†		
17. Repairs of passenger, baggage and mail cars,†		
18. New passenger, baggage and mail cars,†		
19. Repairs of freight and other cars,†	}	1,826 57
20. New freight and other cars,†		
21. Fuel—number of cords of wood, 609; cost,†		-
22. Fuel—number of tons of coal,; cost,†		1,107 89
23. Oil and waste,†		955 11
24. Amount paid other corporations or individuals not operating railroads, for use of cars, and for repairs of same,		4,146 07
25. Salaries, wages and incidentals, chargeable to passenger department,		8,595 01
26. Salaries, wages and incidentals, chargeable to freight department,		-
27. Wages of switchmen, gate-keepers, signal-men, and watchmen, unless included above,		-
28. Gratuities and damages, passenger account,		-
29. Gratuities and damages, freight account,		-
30. Other expenditures,		18,417 90
31. Total of traffic expenses,		600 00
32. Per mile of road operated,		600 00
33. Per mile of single track operated, not including sidings,		-

MISCELLANEOUS.

34. Amount paid other companies as rent for use of road, specifying each company and amount,	\$1,719 42
35. Telegraph expenses,	40 00
36. United States taxes and stamps,	132 71
37. State taxes,	367 07
38. Local taxes,	111 01
39. Insurance, loss by fire, and damages paid for fires set by engines,	139 00

* Including labor and materials in new sidings.

† To include oil, fuel, clerks, watchmen, and incidentals about shops.

‡ For cars and engines.

40. General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the foregoing items,	\$995 17
41. <i>Total miscellaneous</i> ,	3,504 38
42. TOTAL EXPENDITURES FOR OPERATING THE ROAD ,	28,476 43
43. Per mile of the road operated,	950 00
44. Per mile of single track operated, not including sidings, . .	950 00
45. Per train mile,	-
46. Proportion for Massachusetts,	All.
47. Percentage of expenditures to income,	73 per cent.

Revenue for the Year.

1. Receipts from local passengers on roads operated by this company,	\$13,072 23
2. Receipts from passengers from and to other roads over roads operated by this company,	1,619 94
3. Receipts from passengers over other roads as tolls, or for use of cars of this company,	-
4. Receipts from local freight on roads operated by this company,	18,332 43
5. Receipts from freight from and to other roads over roads operated by this company,	2,931 17
6. Receipts from freight over other roads as tolls, or for use of cars of this company,	263 86
7. Receipts for express,	1,045 17
8. Receipts for mails,	1,767 00
9. Receipts as rents for use of road and equipment, when leased,	-
10. Receipts as rents for use of property other than above, . . .	-
11. Total earnings [for eleven months, the time the road has been in operation],	39,031 80
12. Per mile of road operated,	1,300 00
13. Per mile of road operated,—computed as single track, not including sidings,	1,300 00
14. Per train mile,	-
15. Proportion for Massachusetts,	All.
16. Income from other roads,	-
17. Income from all other sources,	-
18. TOTAL INCOME ,	39,031 80
19. Percentage of income to capital stock and debt,	4½ per cent.
20. Percentage of income to total means applied to construction, equipment, &c.,	4½ per cent.

Net Income, Dividends, &c.

1. Total net income above operating expenses [for eleven months],	\$10,555 37
2. Percentage of net income to capital stock and debt, . . .	1½ per cent.
3. Percentage of net income to total means applied to construction, equipment, &c.,	1½ per cent.
4. Paid for interest,	6,741 42
5. Paid in dividends per cent. for the year,	-
6. Paid to sinking funds,	-
7. Balance for the year or surplus,	3,813 95
8. Surplus at commencement of the year,	None.
9. Total surplus,	3,813 95
10. Invested as follows:—	
Cash and loans,	-
Balance of accounts due from other roads,	-
Other uncollected accounts,	-
Materials for repairs,	-
Fuel and stores,	-
Any other items,	-

General Balance Sheet at last Closing of Accounts.

CONSTRUCTION, INTEREST AND EQUIPMENT ACCOUNT, TO OCTOBER 1, 1872.

DR.

Received for capital stock,	\$520,000 00
for sale of 1st mortgage bonds,	293,400 00
cash borrowed on corporation notes,	44,605 00
from income of road and applied to construction,	6,650 00
	<hr/>
	\$864,655 00

CR.

Paid for construction of road, including buildings, engineering and fencing,	\$772,385 00
for lands and land damages,	29,720 00
for agencies, salaries and incidental expenses,	3,768 00
for railroad stock purchased,	38,900 00
for real estate not necessary for operation of road,	5,500 00
for rolling stock, one engine and one pass'r car,	7,555 00
interest on notes and 1st mortgage bonds,	6,741 42
Balance,	85 58
	<hr/>
	\$864,655 00

OPERATING ACCOUNT, TO OCTOBER 1, 1872.

DR.

Received for freights,	\$21,263 60
for passengers,	14,692 17
for express,	1,045 17
for car service,	263 86
for mail service,	1,767 00
	<hr/>
	\$39,031 80

CR.

Paid for wood,	\$1,826 57
for oil,	682 74
for waste,	425 15
for car and engine repairs and tools,	1,787 25
for road repairs,	6,554 15
for operating passenger department,	4,146 07
for operating freight department,	8,595 01
for rent of New London Northern Railroad,	1,719 42
for car service to other roads,	955 11
for sundry bills—petty items, etc.,	995 17
on account of construction of road,	6,650 00
for telegraph expenses,	40 00
for U. S. taxes and revenue stamps,	132 71
for State taxes,	367 07
for local taxes,	111 01
for insurance,	139 00
Balance,	3,905 37
	<hr/>
	\$39,031 80
Balance from construction account,	\$85 58
Balance from operating account,	3,905 37
	<hr/>
Total balance,	\$3,990 95

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCON- DUCT OR CARELESSNESS.		TOTAL	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . .	—	—	—	—	—	—
Employés, . . .	—	—	—	—	—	—
Others, . . .	—	—	—	—	—	—

Statement of each Accident.

[None occurred.]

Name and Residence of Officers.

Willis Phelps, *President*, Springfield, Mass. Thomos H. Goodspeed, *Clerk and Treasurer*, Athol, Mass. Willis Phelps, Springfield, Mass.; Homer Foote, Springfield, Mass.; Wm. Birnie, Springfield, Mass.; Charles R. Ladd, Springfield, Mass.; Edward Smith, Enfield, Mass.; Rufus D. Woods, Enfield, Mass.; John C. Hill, Athol, Mass.; Thomas H. Goodspeed, Athol, Mass.; Stephen P. Bailey, Greenwich, Mass.; Samuel Adams, New Salem, Mass.; J. W. Goodman, North Dana, Mass. *Board of Directors.* Heney W. Phelps, Springfield; Mass., *Superintendent.*

Proper Address for the Company.

ATHOL AND ENFIELD RAILROAD COMPANY, ATHOL, MASS.

WILLIS PHELPS,
EDWARD SMITH,
SAMUEL ADAMS,
RUFUS D. WOODS,
THOMAS H. GOODSPEED,
S. P. BAILEY,

Directors of the Athol and Enfield Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. December 2, 1872. Then personally appeared Willis Phelps, Edward Smith, Samuel Adams, Rufus D. Woods, Thomas H. Goodspeed and S. P. Bailey, and severally made oath to the truth of the foregoing statement by them subscribed, according to the best of their knowledge, information and belief.

CHS. FIELD, *Justice of the Peace.*

REPORT

OF THE

ATTLEBOROUGH BRANCH RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

[This road is leased to the Boston and Providence Railroad Corporation.]

Capital Stock and Debts.

1. Capital stock authorized by charter,	\$130,000 00
2. Capital stock authorized by votes of company,	130,000 00
3. Capital stock paid in (number of shares 1,297),	129,700 00
4. Capital stock issued,	129,700 00
5. Capital stock paid in per mile of road owned by company,	32,425 00
6. Capital stock paid in, proportion for Massachusetts,	32,425 00
7. Par value of shares,	100 00
8. Funded debt as follows:—	
1st mortgage bonds, due rate of interest	None.
2d mortgage bonds, due rate of interest,	None.
3d mortgage bonds, due rate of interest,	None.
9. Total amount of funded debt,	None.
10. Unfunded debt, incurred for construction, equipment or purchase of property,	3,500 00
11. Debt incurred for any other purpose, and for what,	None.
12. Total amount of debt,	3,500 00
13. Proportion of debt for Massachusetts,	All.
14. Proportion of debt per mile of road,	875 00
15. Total cash realized from capital and debt,	129,700 00
16. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property,	- -
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,	128,874 71
18. Proportion of above for Massachusetts,	All.
19. Number of stockholders,	44
20. Amount of stock held in Massachusetts,	124,700 00
21. Number of stockholders in Massachusetts,	43

Cost of Road, Equipment and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.

1. Grading and masonry	}	\$40,700 00
2. Bridging,		
3. Superstructure, including rails,		33,380 23
4. Land, land damages and fences,		19,990 09
5. Passenger and freight stations, wood-sheds and water stations,		18,421 57
6. Engine-houses, car-sheds and turn-tables,		8,174 83

7. Interest paid during construction, discount, &c.,	\$155 28
8. Engineering, agencies, salaries and other expenses during construction,	8,052 71
9. <i>Total expended for construction</i> ,	128,874 71
10. Average cost of construction per mile of road built by company,	25,774 94
11. Same per mile of single track built by company, not including sidings,	32,218 68
12. Proportion of cost of construction for Massachusetts,	All.

EQUIPMENT.

[None. Leased.]

PROPERTY PURCHASED.

[None.]

28. WHOLE AMOUNT OF PERMANENT INVESTMENTS,	128,874 71
29. Proportion for Massachusetts,	-
30. Amount of sinking and contingent funds,	-

Description of Road.

1. Length of main line of road from to Length of main line of road in Massachusetts, . In other States, specifying each,	4 miles. All. None.
2. Length of line with track laid, if road is not completed,	-
3. Length of double track on main line,	-
4. Branches owned by company. Name and description of each single or double track, ; length,	-
5. Total length of branches owned by company,	-
6. Total length of branches owned by company in Massachusetts,	-
7. Total length of branches owned by company in other States, specifying each,	-
8. Length of double track on branches,	-
9. Total length of road belonging to this company,	4 miles.
10. Aggregate length of sidings and other tracks not above enumerated,	1 miles.
11. Same in Massachusetts,	All.
12. Aggregate length of tracks belonging to this company, computed as single track,	5 miles.
13. Same in Massachusetts,	All.
14. Total length of steel rails in tracks belonging to this company, [Weights per yard,]	None.
15. Total length of steel-top rails in tracks belonging to this company, [Weights per yard,]	None.
16. Miles of telegraph on line of road,	None.
17. Miles of telegraph owned by this company,	None.
18. Number of telegraph offices in company's stations,	None.
19. Number of telegraph stations operated by this company,	None.
20. Number of telegraph stations operated jointly by railroad and telegraph company,	None.
21. Number of spans of bridges of 25 feet and upwards,	None.
22. Number of iron bridges (aggregate length,)	None.

23. Number of wooden bridges (aggrte le'gth,),	~	-
24. BRIDGES BUILT WITHIN THE YEAR.		None.
25. Number of crossings of highways at grade, .		Nine.
26. Number of crossings of highways over railroad,		None.
27. Number of crossings of highways under railroad,		One.
28. Number of highway bridges 18 feet above track,		None.
29. Number of highway bridges less than 18 feet above track,		None.
30. Number of crossings at which gates or flagmen are maintained,		One.
31. Number of crossings at which there are neither gates nor flagmen,		Eight.
32. Number of railroad crossings at grade,		None.
33. Number of railroad crossings over other railroads,		None.
34. Number of railroad crossings under other railroads,		None.

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

[None.]

39. Total miles of road operated by this company,		None.
40. Total miles of road operated by this company in Massachusetts,	-	-
41. Number of stations on all roads operated by this company,	-	-
42. Same in Massachusetts,	-	-

Rolling Stock.

[The company owns no rolling stock.]

Mileage, Traffic, &c.

[Included in Returns of the Boston & Providence Railroad Co.]

Expenditures Charged to Capital Account during the Year.

1. Main line, extension or alteration of road,	\$99,123 03
2. Branches, extension or alteration of road, specifying each,	-
3. Double track extension,	-
4. Land,	-
5. Passenger and freight stations, wood-sheds and water stations,	921 57
6. Engine-houses, car-sheds and turn-tables,	1,674 83
7. New locomotives and snow-plows [interest],	155 28
8. New passenger cars,	-
9. New mail and baggage cars,	-
10. New freight cars,	-
11. Machine-shops, machinery and tools,	-
12. Purchase of other roads, specifying what,	-
13. Subscriptions or loans to other roads, specifying what,	-
14. Any other expenditures charged to capital account,	-
15. TOTAL,	101,874 71

Expenditures on Operating Account for the Year.

MAINTENANCE OF WAY AND BUILDINGS.

[Paid by Boston and Providence Railroad Corporation.]

TRAFFIC EXPENSES.

[Paid by Boston and Providence Railroad Corporation.]

MISCELLANEOUS. [Paid by Boston and Providence Railroad Corporation.]	
Revenue for the Year.	
[Seven per cent. on capital, from Boston & Providence Railroad Corporation,]	\$9,061 50
Net Income, Dividends, &c.	
1. Total net income above operating expenses,	\$9,061 50
2. Percentage of net income to capital stock and debt,	7 per cent.
3. Percentage of net income to total means applied to construction, equipment, &c.,	-
4. Paid for interest,	-
5. Paid in dividends 7 per cent. for the year,	9,061 50
6. Paid to sinking funds,	-
7. Balance for the year or surplus,	-
8. Surplus at commencement of the year,	-
9. Total surplus,	-
10. Invested as follows:—	
Cash and loans,	-
Balance of accounts due from other roads,	-
Other uncollected accounts,	-
Materials for repairs,	-
Fuel and stores,	-
Any other items,	-

General Balance Sheet at last Closing of Accounts.

DR.

Amount received for 1,297 shares of stock,	\$129,700 00
Sale of 2 houses and supplies, in reduction of construction account,	1,133 67
Debt due Boston & Providence Railroad Corporation,	3,500 00
	<u>\$134,333 67</u>

CR.

Amount paid for grading, masonry and bridging,	\$40,700 00
for superstructure, including rails,	34,513 90
for land, land damages and fences,	19,990 09
for passenger and freight stations,	18,421 57
for engine-house and turn-table,	8,174 83
for interest and discount during construction,	155 28
for engineering and other expenses,	8,052 71
	<u>\$130,008 38</u>
Cash on hand,	4,325 29
	<u>\$134,333 67</u>
September 30th, 1872.	

Name and Residence of Officers.

Henry F. Barrows, *President*, North Attleboro', Mass. Handel N. Daggett, *Treasurer*, Attleboro', Mass. John R. Bronson, *Clerk*, Attleboro', Mass. H. F. Barrows, North Attleboro', Mass.; H. N. Daggett, Attleboro', Mass.; Stephen Richardson, North Attleboro', Mass.; John R. Bronson, Attleboro', Mass.; A. A. Folsom, Boston, Mass.,—all *Directors*.

Proper Address for the Company.

ATTLEBOROUGH BRANCH RAILROAD COMPANY, NORTH ATTLEBOROUGH,
Mass.

H. F. BARROWS,
H. N. DAGGETT,
S. RICHARDSON,
J. R. BRONSON,

Directors of the Attleborough Branch Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. November 25, 1872. Then personally appeared H. F. Barrows, H. N. Daggett, S. Richardson and J. R. Bronson, and severally made oath to the truth of the foregoing statement by them subscribed.

H. M. DAGGETT, *Justice of the Peace.*

REPORT

OF THE

BERKSHIRE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

[This Road is managed exclusively by the Housatonic R. R. Co. of Connecticut, under a *perpetual lease* of \$42,000 a year, which rent is all the revenue this road has.]

Capital Stock and Debts.

1. Capital stock authorized by charter,	\$800,000 00	
2. Capital stock authorized by votes of company,	600,000 00	
3. Capital stock paid in (number of shares, 6,000),	600,000 00	
4. Capital stock issued,	600,000 00	
5. Capital stock paid in per mile of road owned by company,	27,272 00	
6. Capital stock paid in, proportion for Massachusetts,	All in Mass.	
7. Par value of shares,	\$100 00	
8. Funded debt as follows:—		
1st mortgage bonds, due, rate of interest	None.	
2d mortgage bonds, due, rate of interest		
3d mortgage bonds, due, rate of interest		
9. Total amount of funded debt,		
10. Unfunded debt, incurred for construction, equipment or purchase of property,	—	—
11. Debt incurred for any other purpose, and for what,	—	—
12. Total amount of debt,	—	—
13. Proportion of debt for Massachusetts,	—	—
14. Proportion of debt per mile of road,	—	—
15. Total cash realized from capital and debt,	\$600,000 00	
16. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property,	—	—
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,	600,000 00	
18. Proportion of above for Massachusetts,	All in Mass.	
19. Number of stockholders,	231	
20. Amount of stock held in Massachusetts,	\$384,100 00	
21. Number of stockholders in Massachusetts,	122	

Cost of Road, Equipment and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.

1. Grading and masonry,	\$500,000 00	
2. Bridging,	—	—
3. Superstructure, including rails,	—	—
4. Land, land damages and fences,	—	—

5. Passenger and freight stations, wood-sheds and water stations,	-	-
6. Engine-houses, car-sheds and turn-tables,	-	-
7. Interest paid during construction, discount, &c.,	-	-
8. Engineering, agencies, salaries and other expenses during construction,	-	-
9. Total expended for construction,		\$500,000 00
10. Average cost of construction per mile of road built by company,		23,809 52
11. Same per mile of single track built by company, not including sidings,	-	-
12. Proportion of cost of construction for Massachusetts,	\$500,000 00	

EQUIPMENT.

13. Locomotives and snow-plows,	} No equipment. The original cost of equipment was \$100,000, but has been used up or merged in the Housatonic R. R. Co.'s equipment.	
14. Passenger, mail and baggage cars,		
15. Freight and other cars,		
16. Machine-shops, machinery and tools,		
17. Total for equipment,		
18. Average cost of equipment per mile of road operated by company,		
19. Proportion for Massachusetts,		

PROPERTY PURCHASED.

20. branch, original cost,		
purchased for	-	-
21. Stock of road, shares,		
purchased for	-	-
22. Bonds of road, nominal amount,		
purchased for	-	-
23. Steamboat nominal amount,		
purchased for	-	-
24. Lands in not necessary for operation of road,	-	-
25. Other property purchased,	-	-
26. Total property purchased,	-	-
27. Property in Massachusetts (including proportion of equipment),	-	-
28. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		*\$600,000 00
29. Proportion for Massachusetts,		600,000 00
30. Amount of sinking and contingent funds,		None.

Description of Road.

1. Length of main line of road from Sheffield to West Stockbridge, [say]		22 miles.
Length of main line of road in Massachusetts, [In other States, specifying each,]	All.	-
2. Length of line of track laid, if road is not completed,	-	-
3. Length of double track on main line,		No double tr'k.
4. Branches owned by company. Name and description of each single or double track, ; length,	-	-
5. Total length of branches owned by company,	-	-
6. Total length of branches owned by company in Massachusetts,	-	-
7. Total length of branches owned by company in other States, specifying each,	-	-
8. Length of double track on branches,	-	-
9. Total length of road belonging to this company,	-	-

* The company hold 80 shares of their own stock—\$8,000.

10. Aggregate length of sidings and other tracks not above enumerated,	2 miles.
11. Same in Massachusetts,	-
12. Aggregate length of tracks belonging to this company, computed as single track,	24 miles.
13. Same in Massachusetts,	-
14. Total length of steel rails in tracks belonging to this company,	None.
[Weights per yard,]	
15. Total length of steel-top rails in tracks belonging to this company;	-
[Weights per yard,]	
16. Miles of telegraph on line of road,	-
17. Miles of telegraph owned by this company, .	-
18. Number of telegraph offices in company's stations,	-
19. Number of telegraph stations operated by this company,	-
20. Number of telegraph stations operated jointly by railroad and telegraph company,	-
21. Number of spans of bridges of 25 feet and upwards,	7
22. Number of iron bridges (aggregate length,)	None.
23. Number of wooden bridges (aggr'te le'gth,)	385 feet.
24. BRIDGES BUILT WITHIN THE YEAR.	
[None.]	
25. Number of crossings of highways at grade, .	18
26. Number of crossings of highways over railroad,	None.
27. Number of crossings of highways under railroad,	None.
28. Number of highway bridges 18 feet above track,	None.
29. Number of highway bridges less than 18 feet above track,	None.
30. Number of crossings at which gates or flagmen are maintained,	None.
31. Number of crossings at which there are neither gates nor flagmen,	18
32. Number of railroad crossings at grade, . . .	None.
33. Number of railroad crossings over other railroads,	None.
34. Number of railroad crossings under other railroads,	None.

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

35. Name, description and length of each, . . .	None; operated by Housatonic R. R. Co.
36. Total length of above roads,	
37. Total length of above roads in Massachusetts, .	
38. Total length of above roads in other States, specifying each,	
39. Total miles of road operated by this company,	5
40. Total miles of road operated by this company in Massachusetts,	
41. Number of stations on all roads operated by this company,	
42. Same in Massachusetts,	All.

Rolling Stock.

1. Locomotives (average weight of engines in working order,)	None; operated by Housatonic R. R. Co.
2. Tenders (average weight of tenders full of fuel and water,)	
(Average joint weight of engines and tenders,)	

3. Snow-plows (average weight,), . . .	None; operated by Housatonic R. R. Co.
4. Passenger cars (average weight,), . . .	
5. Mail and baggage cars (average weight,), . . .	
6. 8-wheel box freight cars (average weight,), . . .	
7. 4-wheel box freight cars (average weight,), . . .	
8. 8-wheel platform cars (average weight,), . . .	
9. 4-wheel platform cars (average weight,), . . .	
10. Other cars (coal, gravel, &c.), . . .	
11. Total freight cars, including coal, &c., on a basis of 8 wheels, . . .	
12. Number of locomotives equipped with train brakes, . . .	
(Kind of brake,), . . .	
13. Number of cars equipped with train brakes, . . .	
(Kind of brake,), . . .	
14. Number of passenger cars in proportion to passengers carried one mile, . . .	

Mileage, Traffic, &c.

[As reported by the Housatonic R. R. Co.]

1. Miles run by passenger trains, . . .	22,843
2. Rate of speed of express passenger trains, including stops, . . .	25 mls. per hr.
3. Rate of speed of accommodation trains, including stops, . . .	25 mls. per hr.
4. Miles run by freight trains, . . .	35,565
5. Rate of speed of freight trains, including stops, . . .	12 mls. per hr.
6. Miles run by other trains, and for what purposes, . . .	-
7. Total train miles run, . . .	58,408
8. Number of through passengers (whole length of road), . . .	-
9. Number of local passengers (over part of road), . . .	-
10. Total number of passengers carried, . . .	80,192
11. Total passenger mileage, or passengers carried one mile, . . .	624,536
12. Passenger mileage to and from other roads, . . .	578,425
13. Number of tons carried, . . .	174,297
14. Total freight mileage, or tons carried one mile, . . .	2,753,463
15. Freight mileage to and from other roads, . . .	2,694,327
16. Average rate of fare per mile (not including season tickets) received from passengers on roads operated by this company, . . .	2 98-100
17. Average rate of fare per mile received from passengers to and from other roads, . . .	2 96-100
18. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket, . . .	-
Average rate of fare per mile for <i>all</i> passengers, . . .	-
19. Average rate of freight per ton per mile on roads operated by this company, . . .	2 97-100
20. Average rate of freight per ton per mile to and from other roads,* . . .	-
21. Average number of cars in passenger trains, including baggage cars, . . .	2
22. Average number of cars in freight trains (basis of 8 wheels), . . .	20
23. Average weight of passenger trains, including locomotive and tender, in working order, . . .	-
24. Average weight of freight trains, including locomotive and tender, in working order, . . .	-
25. Number of persons regularly employed by company, including officials, . . .	-

* After deducting all allowances for tolls, or use of cars, &c.

Classification of Business.

PASSENGERS.

1. Passengers coming from other States,†	25,663
2. Passengers going to other States,†	23,562
3. Passengers travelling only within this State,	24,633
4. Total season-ticket passengers (round trip),	—
5. Passengers to Boston (including season),‡	None.
6. Passengers from Boston (including season),‡	None.
7. Season-ticket passengers to and from Boston (one round trip daily),‡	None.

FREIGHT, IN TONS.

	Brought from other States.	Carried to other States.	Carried within this State only.	Taken from Boston.‡	Carried to Boston.‡
1. Anthracite coal,	—	—	963	—	—
2. Bituminous coal,	—	—	1,214	—	—
3. Petroleum,	—	—	231	—	—
4. Railroad iron, including steel and steel-capped rails,	—	—	None.	—	—
5. Castings and other iron,	—	—	211	—	—
6. Other metals,	—	—	None.	—	—
7. Iron and other ores,	—	—	787	—	—
8. Stone and brick,	549	—	3,863	—	—
9. Lime, cement and sand,	—	—	2,278	—	—
10. Lumber,	—	—	706	—	—
11. Ice,	—	—	None.	—	—
12. Live stock,	—	—	3,911	—	—
13. Dressed carcasses, smoked and salted meats,	—	—	117	—	—
14. Flour,	—	—	18,487	—	—
15. Grain,	—	—	42,340	—	—
16. Other agricultural products,	—	—	1,344	—	—
17. Manufactures not included above,§	—	—	29,800	—	—
18. Merchandise,§	—	—	55,346	—	—
19. Other articles,	—	—	12,699	—	—
20. Total tons carried,	—	—	174,297	—	—

Expenditures Charged to Capital Account during the Year.

1. Main line, extension or alteration of road,	} Nothing.
2. Branches, extension or alteration of road, specifying each,	
3. Double track extension,	
4. Land,	
5. Passenger and freight stations, wood-sheds and water stations,	
6. Engine-houses, car-sheds, and turn-tables,	
7. New locomotives and snow-plows,	
8. New passenger cars,	
9. New mail and baggage cars,	
10. New freight cars,	
11. Machine-shops, machinery and tools,	
12. Purchase of other roads, specifying what,	
13. Subscriptions or loans to other roads, specifying what,	
14. Any other expenditures charged to capital account,	
15. TOTAL,	

† Apply only to roads crossing the State line.

‡ Apply only to the roads terminating in Boston.

§ Manufactured articles starting from the place of manufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depot for sale, they become a part of the general merchandise of the place, and on any second transit are to be reckoned under the second head.

Expenditures on Operating Account for the Year.

MAINTENANCE OF WAY AND BUILDINGS.

1. Repairs of road, exclusive of bridges and new rails,*		
2. New iron rails, deducting old rails sold (number of miles weight per yard)		
3. Steel rails (number of miles, weight per yard)		
4. Repairs of bridges,		\$44,180 17
5. Repairs of buildings and fixtures,		
6. Repairs of fences, road crossings, and signs,		
7. Removing ice and snow,		
8. Other expenses,		
9. Total for maintenance of way and buildings,		
10. Per mile of road kept in repair,		
11. Per mile of single track kept in repair, not including sidings,		
12. Of the above total there was expended for other than ordinary repairs,		

Operated by
Housatonic
R. R. Co.

TRAFFIC EXPENSES.

13. Repairs of locomotives and snow-plows,†		
14. New locomotives and snow-plows,†		
15. Repairs of machine-shops and machinery,†		
16. New machine-shops and machinery,†		
17. Repairs of passenger, baggage and mail cars,†		
18. New passenger, baggage and mail cars,†		
19. Repairs of freight and other cars,†		
20. New freight and other cars,†		\$63,508 20
21. Fuel—number of cords of wood, ; cost,†		
22. Fuel—number of tons of coal, ; cost,†		
23. Oil and waste,†		
24. Amount paid other corporations or individuals not operating railroads, for use of cars, and for repairs of same,		
25. Salaries, wages and incidentals, chargeable to passenger department,		
26. Salaries, wages and incidentals, chargeable to freight department,		
27. Wages of switchmen, gate-keepers, signal-men, and watchmen, unless included above,		
28. Gratuities and damages, passenger account,		
29. Gratuities and damages, freight account,		
30. Other expenditures,		
31. Total of traffic expenses,		
32. Per mile of road operated,		
33. Per mile of single track operated, not including sidings,		

Operated by
Housatonic
R. R. Co.

MISCELLANEOUS.

34. Amount paid other companies as rent for use of road, specifying each company and amount,		-
35. Telegraph expenses,		-
36. United States taxes and stamps,		\$339 92
37. State taxes,		7,123 20
38. Local taxes,		-
39. Insurance, loss by fire, and damages paid for fires set by engines,		-
40. General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the foregoing items,		534 05
41. Total miscellaneous,		7,997 17
42. TOTAL EXPENDITURES FOR OPERATING THE ROAD [by Housatonic R. R. Co.],		107,688 37
43. Per mile of the road operated		1.84
44. Per mile of single track operated, not including sidings,		1.84

* Including labor and materials in new sidings.

† To include oil, fuel, clerks, watchmen, and incidentals about shops.

‡ For cars and engines.

45. Per train mile,	-
46. Proportion for Massachusetts,	-
47. Percentage of expenditures to income,	-

Revenue for the Year.

1. Receipts from local passengers on roads operated by this company,	} \$36,517 21
2. Receipts from passengers from and to other roads over roads operated by this company,	
3. Receipts from passengers over other roads as tolls, or for use of cars of this company,	
4. Receipts from local freight on roads operated by this company,	
5. Receipts from freight from and to other roads over roads operated by this company,	} 80,111 46
6. Receipts from freight over other roads as tolls, or for use of cars of this company,	
7. Receipts for express,	1,750 00
8. Receipts for mails,	1,912 21
9. Receipts as rents for use of road and equipment, when leased,	-
10. Receipts as rents for use of property other than above,	-
11. Total earnings [received by Housatonic R. R. Co.],	120,290 88
12. Per mile of road operated,	-
13. Per mile of road operated,—computed as single track, not including sidings,	-
14. Per train mile,	-
15. Proportion for Massachusetts,	-
16. Income from other roads [rent from Housatonic R. R. Co.],	42,000 00
17. Income from all other sources,	45 00
18. TOTAL INCOME [of Berkshire R. R. Co.],	42,045 00.
19. Percentage of income to capital stock and debt,	-
20. Percentage of income to total means applied to construction, equipment, &c.,	-

Net Income, Dividends, &c.

1. Total net income above operating expenses [rent, &c.],	7 \$42,045 00
2. Percentage of net income to capital stock and debt,	
3. Percentage of net income to total means applied to construction, equipment, &c.,	
4. Paid for interest,	-
5. Paid in dividends 7 per cent. for the year [less taxes, &c.],	33,976 88
6. Paid to sinking funds,	-
7. Balance for the year or surplus,	70 96
8. Surplus at commencement of the year,	77 03
9. Total surplus,	148 04
10. Invested as follows:—	
Cash and loans,	-
Balance of accounts due from other roads,	-
Other uncollected accounts,	-
Materials for repairs,	-
Fuel and stores,	-
Any other items,	-

* This road is managed exclusively by the Housatonic R. R. Co., of the State of Connecticut, under a perpetual lease of \$42,000 a year, which is all the revenue of the Berkshire R. R. Co. The receipts given above are the receipts of the Housatonic R. R. Co.

General Balance Sheet at last Closing of Accounts.

DR.		
Road leased to Housatonic R. R. Co.,	.	\$600,000 00
Cash on hand,	.	7,393 11
		<hr/> \$607,393 11
CR.		
Capital stock paid in,	.	\$600,000 00
Due to stockholders,	.	7,245 07
Surplus,	.	148 04
		<hr/> \$607,393 11

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCON- DUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . .	-	-	-	-	-	-
Employés, . . .	-	-	-	-	-	-
Others, . . .	-	-	-	-	-	-

Statement of each Accident.

None to persons.

In answer to your questions about changes in freight or passenger tariffs, we have to answer:—

No. 1. We have made some slight changes.

No. 2. The changes have affected manufacturers' freight, mostly rags and paper.

No. 3. The changes have had the effect to *reduce* our receipts, and slightly to increase the freight carried.

Name and Residence of Officers.

John H. Coffing, Great Barrington, *President*. Daniel R. Williams, Stockbridge, *Treasurer and Clerk*.

Proper Address for the Company.

BERKSHIRE RAILROAD COMPANY, STOCKBRIDGE, MASS.

The Road is leased to the Housatonic Railroad Co.,

CHAS. K. AVERILL, *Treasurer*, Bridgeport, Conn.

W. H. BARNUM,
DAVID S. DRAPER,

Directors of the Housatonic Railroad Company.

STATE OF CONNECTICUT.

BRIDGEPORT, CONN., SS. November 6, 1872. Then personally appeared W. H. Barnum and David S. Draper, and severally made oath to the truth of the foregoing statement by them subscribed. .

C. K. AVERILL, *Notary Public*.

REPORT

OF THE

BOSTON AND ALBANY RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts..

1. Capital stock authorized by charter,	\$27,325,000 00
2. Capital stock authorized by votes of company,	20,000,000 00
3. Capital stock paid in (number of shares, 196,641),	19,664,100 00
4. Capital stock issued,	19,664,100 00
5. Capital stock paid in per mile of road owned by company,	78,772 98
6. Capital stock paid in, proportion for Massachusetts,	15,203,185 81
7. Par value of shares,	100 00
8. Funded debt as follows:—	
City of Albany bonds, due July 1, 1876, rate of interest, 6 per cent.,	\$106,000 00
Western R. R. bonds, due April 1, 1875, rate of interest, 6 per cent.,	667,000 00
Seven per cent. bonds B. & A. R. R. Co., due Feb'y 1, 1892, rate of interest, 7 per cent.,	2,264,000 00
9. Total amount of funded debt,	3,037,000 00
10. Unfunded debt, incurred for construction, equipment or purchase of property,	530,560 00
11. Debt incurred for any other purpose, and for what,	Nothing.
12. Total amount of debt,	3,567,560 00
13. Proportion of debt for Massachusetts,	2,758,238 51
14. Proportion of debt per mile of road,	14,291 15
15. Total cash realized from capital and debt,	23,231,660 00
16. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property,	2,023,333 53
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,	25,254,993 53
18. Proportion of above for Massachusetts,	19,525,752 75
19. Number of stockholders,	4,981
20. Amount of stock held in Massachusetts,	\$17,105,800 00
21. Number of stockholders in Massachusetts,	4,218

Cost of Road, Equipment and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.

1. Grading and masonry,	\$6,069,219 20
2. Bridging,	744,150 14
3. Superstructure, including rails,	4,988,393 04
4. Land, land damages and fences,	4,264,633 87
5. Passenger and freight stations, wood-sheds and water stations,	1,723,719 31
6. Engine-houses, car-sheds and turn-tables,	458,000 00

7. Interest paid during construction, discount, &c.	-	-
8. Engineering, agencies, salaries and other expenses during construction,	\$1,642,298 12	\$19,890,413 68
9. <i>Total expended for construction,</i>		
10. Average cost of construction per mile of road built by company,		79,679 58
11. Same per mile of single track built by company, not including sidings,	-	-
12. Proportion of cost of construction for Massachusetts,		15,378,158 94

EQUIPMENT.

13. Locomotives and snow-plows,	\$1,314,870 17	
14. Passenger, mail and baggage cars,	402,800 58	
15. Freight and other cars,	1,963,667 03	
16. Machine-shops, machinery and tools,	730,000 00	
17. <i>Total for equipment,</i>		\$4,411,337 78
18. Average cost of equipment <i>per mile of road operated</i> by company,		17,671 51
19. Proportion for Massachusetts,		3,420,601 43

PROPERTY PURCHASED.

20. branch, original cost,		
purchased for	-	-
[South Boston Flats,]	442,722 73	
[Hudson River Bridges,]	384,000 00	
[Real Estate and Lands,]	113,519 34	
21. Stock of road, shares,		
purchased for	-	-
[West Stockbridge R. R.,]	13,000 00	
22. Bonds of road, nominal amount		
purchased for	-	-
23. Steamboat, nominal amount		
purchased for	-	-
24. Lands in not necessary for operation of road,	-	-
25. Other property purchased,	-	
26. <i>Total property purchased</i> [not included in construction and equipment accounts],		953,242 07
27. Property in Massachusetts (including proportion of equipment),	-	-
28. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		\$25,254,993 53
29. Proportion for Massachusetts,		19,326,754 03
30. Amount of sinking and contingent funds,		123,404 42

Description of Road.

1. Length of main line of road from Boston to Albany,		201 65-100
Length of main line of road in Massachusetts,	162 35-100	
In other States, specifying each—		
[New York,]	39 30-100	
2. Length of line with track laid, if road is not completed,	-	-
3. Length of double track on main line,		201 65-100
4. Branches owned by company. Name and description of each single or double track—		
[Grand Junction,] single track, length,	9 30-100	
[Brookline,] “ “	1 55-100	
[Newton Lower Falls,] “ “	1 10-100	
[Saxonville,] “ “	3 70-100	
[Milford,] “ “	12	
[Millbury,] “ “	3	
[Chatham to Hudson,] “ “	17 33-100	

5. Total length of branches owned by company,	47 98-100
6. Total length of branches owned by company in Massachusetts,	30 65-100
7. Total length of branches owned by company in other States, specifying each— [New York,]	17 33-100
8. Length of double track on branches,	- -
9. Total length of road belonging to this company,	249 93-100
10. Aggregate length of sidings and other tracks not above enumerated,	115 08-100
11. Same in Massachusetts,	94 85-100
12. Aggregate length of tracks belonging to this company, computed as single track,	566 36-100
13. Same in Massachusetts,	450 20-100
14. Total length of steel rails in tracks belonging to this company,	115 25-100
[Weights per yard,],	63 lbs.
15. Total length of steel-top rails in tracks belonging to this company,	25-100
[Weights per yard,],	63 lbs.
16. Miles of telegraph on line of road,	- -
17. Miles of telegraph owned by this company,	- -
18. Number of telegraph offices in company's stations,	30
19. Number of telegraph stations operated by this company,	25
20. Number of telegraph stations operated jointly by railroad and telegraph company,	5
21. Number of spans of bridges of 25 feet and upwards,	83
22. Number of iron bridges (aggregate length, 125),	- -
23. Number of wooden bridges (aggr'te leg'th, 9,612),	84

24. BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	Kind.	Material.	Length.	When built.
Huntington,	Wooden truss,	Wood,	225 feet,	August.
Becket,	" "	" "	97 "	"
Chatham,	" "	" "	334 "	"
Clavarrack,	" "	" "	125 "	"

25. Number of crossings of highways at grade,	194
26. Number of crossings of highways over railroad,	86
27. Number of crossings of highways under railroad,	- -
28. Number of highway bridges 18 feet above track,	22
29. Number of highway bridges less than 18 feet above track,	64
30. Number of crossings at which gates or flagmen are maintained,	34
31. Number of crossings at which there are neither gates nor flagmen,	160
32. Number of railroad crossings at grade,	10
33. Number of railroad crossings over other railroads,	- -
34. Number of railroad crossings under other railroads,	1

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

35. Name, description and length of each—

[Pittsfield & North Adams,]	18 65-100
36. Total length of above roads,	18 65-100
37. Total length of above roads in Massachusetts,	18 65-100
38. Total length of above roads in other States, specifying each,	—
39. Total miles of road operated by this company,	268 28-100
40. Total miles of road operated by this company in Massachusetts,	211 65-100
41. Number of stations on all roads operated by this company,	90
42. Same in Massachusetts,	76

Rolling Stock.

	Total Number.	Per mile of Road operated.
1. Locomotives (average weight of engines in working order, 30 tons),	206	.76
2. Tenders (average weight of tenders full of fuel and water, 20 tons),	—	—
(Average joint weight of engines and tenders, 50 tons),	—	—
3. Snow-plows (average weight, 15 tons),	7	
4. Passenger cars (average weight, 18 tons),	181	.64
5. Mail and baggage cars (average weight, 16 tons),	46	.17
6. 8-wheel box freight cars (av'ge weight, 9 tons),	2,365	
7. 4-wheel box freight cars (average weight,),	—	—
8. 8-wheel platform cars (average weight, 6 tons),	462	
9. 4-wheel coal cars (average weight, 4 tons),	100	
8-wheel coal cars (average weight, 7 tons),	1,100	
10. Other cars (coal, gravel, &c.),	272	
11. Total freight cars, including coal, &c., on a basis of 8 wheels,	4,113	15.34
12. Number of locomotives equipped with train brakes,		12
(Kind of brake, Westinghaus),		
13. Number of cars equipped with train brakes,		52
(Kind of brake, Westinghaus),		
14. Number of passenger cars in proportion to passengers carried one mile,		1 to 630,075

Mileage, Traffic, &c.

1. Miles run by passenger trains,	1,213,412
2. Rate of speed of express passenger trains, including stops,	32 miles.
3. Rate of speed of accommodation trains, including stops,	25 miles.
4. Miles run by freight trains,	15 miles.
5. Rate of speed of freight trains, including stops,	
6. Miles run by other trains, and for what purposes,	106,023
7. Total train miles run,	4,883,071
8. Number of through passengers (whole length of road),	70,868
9. Number of local passengers (over part of road),	5,176,708
10. Total number of passengers carried,	5,247,576
11. Total passenger mileage, or passengers carried one mile,	113,047,331
12. Passenger mileage to and from other roads,	47,220,279
13. Number of tons carried,	2,732,907
14. Total freight mileage, or tons carried one mile,	290,064,965
15. Freight mileage to and from other roads,	186,503,827
16. Average rate of fare per mile (not including season tickets) received from passengers on roads operated by this company,	2 69-100

17. Average rate of fare per mile received from passengers to and from other roads,*	2 56-100
18. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket,	1 05-100
Average rate of fare per mile for <i>all</i> passengers,	2 548-1000
19. Average rate of freight per ton per mile on roads operated by this company,	2 87-100
20. Average rate of freight per ton per mile to and from other roads,*	1 54-100
21. Average number of cars in passenger trains, including baggage cars,	6
22. Average number of cars in freight trains (basis of 8 wheels),	17
23. Average weight of passenger trains, including locomotive and tender, in working order,	156 tons.
24. Average weight of freight trains, including locomotive and tender, in working order,	423 tons.
25. Number of persons regularly employed by company, including officials.	5,227

Classification of Business.

PASSENGERS.

1. Passengers coming from other States,†	224,955
2. Passengers going to other States,†	193,154
3. Passengers travelling only within this State,	4,829,467
4. Total season-ticket passengers (round trip),	1,116,200
5. Passengers to Boston (including season),‡	2,472,899
6. Passengers from Boston (including season),‡	2,149,833
7. Season-ticket passengers to and from Boston (one round trip daily),‡	1,062,818

FREIGHT, IN TONS.

	Brought from other States.	Carried to other States.	Carried within this State only.	Taken from Boston.‡	Carried to Boston.‡
1. Anthracite coal,	212,307	36	41,951	16,851	1,528
2. Bituminous coal,	52,923	-	33,510	33,510	-
3. Petroleum,	37,194	803	6,300	6,296	25,302
4. Railroad iron, including steel and steel-capped rails,	2,638	873	6,037	4,495	747
5. Castings and other iron,	9,362	15,992	31,968	17,063	6,405
6. Other metals,	67	147	58	180	48
7. Iron and other ores,	1,039	15,002	9,052	153	2,741
8. Stone and brick,	5,686	6,978	50,403	20,811	37,917
9. Lime, cement and sand,	7,276	6,642	18,789	8,373	1,950
10. Lumber,	79,902	4,254	67,838	36,100	76,450
11. Ice,	-	-	14,536	-	14,536
12. Live stock,	204,100	833	7,157	5,688	55,720
13. Dressed carcases, smoked and salted meats,	26,760	943	1,438	3,129	28,189
14. Flour,	159,242	1,615	7,389	6,489	79,213
15. Grain,	436,232	2,068	17,829	15,867	190,596
16. Other agricultural products,	39,558	1,996	6,958	4,958	35,083
17. Manufactures not included above,\$	14,938	29,236	36,869	11,094	51,540
18. Merchandise,\$	225,325	155,198	167,182	246,081	187,065
19. Other articles,	20,622	1,176	8,459	2,611	14,229
20. Total tons carried,||	1,536,471	243,792	533,723	439,754	809,339

* After deducting all allowances for tolls, or use of cars, &c.

† Apply only to roads crossing the State line.

‡ Apply only to the roads terminating in Boston.

§ Manufactured articles starting from the place of manufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depot for sale, they become a part of the general merchandise of the place, and on any second transit are to be reckoned under the second head.

|| The total here is 427,921 tons less than stated on the preceding page. [Com.]

Expenditures Charged to Capital Account during the Year.

1. Main line, extension or alteration of road,	\$326,229 50
2. Branches, extension or alteration of road, specifying each, .	-
3. Double track extension,	-
4. Land,	339,935 22
5. Passenger and freight stations, wood-sheds and water stations,	110,000 00
6. Engine-houses, car-sheds, and turn-tables,	40,353 08
7. New locomotives and snow-plows,	165,000 00
8. New passenger cars,	60,000 00
9. New mail and baggage cars,	-
10. New freight cars,	350,000 00
11. Machine-shops, machinery and tools,	21,436 46
12. Purchase of other roads, specifying what,	-
13. Subscriptions or loans to other roads, specifying what, . .	-
14. Any other expenditures charged to capital account,	-
15. TOTAL, \$	1,412,954 26

Expenditures on Operating Account for the Year.

MAINTENANCE OF WAY AND BUILDINGS.

1. Repairs of road, exclusive of bridges and new rails,*	\$913,844 75
2. New iron rails, deducting old rails sold (number of miles 59.90, weight per yard 63 lbs.),*	188,003 47
3. Steel rails (number of miles 52.13, weight per yard 63 lbs.), .	356,467 00
4. Repairs of bridges,	65,290 95
5. Repairs of buildings and fixtures,	118,747 08
6. Repairs of fences, road crossings, and signs,	4,301 17
7. Removing ice and snow,	3,994 74
8. Other expenses,	-
9. Total for maintenance of way and buildings,	1,650,649 16
10. Per mile of road kept in repair,	-
11. Per mile of single track kept in repair, not including sidings, .	-
12. Of the above total there was expended for other than ordinary repairs,	-

TRAFFIC EXPENSES.

13. Repairs of locomotives and snow-plows,†	\$526,605 04
14. New locomotives and snow-plows,†	75,000 00
15. Repairs of machine-shops and machinery,†	20,237 29
16. New machine-shops and machinery,†	24,960 05
17. Repairs of passenger, baggage and mail cars,†	325,000 00
18. New passenger, baggage and mail cars,†	75,000 00
19. Repairs of freight and other cars,†	425,000 00
20. New freight and other cars,†	170,000 00
21. Fuel—number of cords of wood, 27,621; cost,†	163,103 57
22. Fuel—number of tons of coal, 104,562; cost,†	801,629 85
Coal at stations and machine shop,	51,645 37
23. Oil and waste,†	107,596 50
24. Amount paid other corporations or individuals not operating railroads, for use of cars, and for repairs of same,	-
25. Salaries, wages, and incidentals, chargeable to passenger department,	1,878,964 08
26. Salaries, wages and incidentals, chargeable to freight department,	
27. Wages of switchmen, gate-keepers, signal-men, and watchmen, unless included above,	
28. Gratuities and damages, passenger account,	21,966 16
29. Gratuities and damages, freight account,	35,560 20
30. Other expenditures,	-
31. Total of traffic expenses,	4,702,268 11

* Including labor and materials in new sidings.

† For cars and engines.

† To include oil, fuel, clerks, watchmen and incidentals about shops.

§ As per General Balancee there has also been charged to Hudson River Bridge account, \$74,000; and to real estate account, \$13,248.54. [Com.

32. Per mile of road operated,	\$17,523 73
33. Per mile of single track operated, not including sidings,	-
MISCELLANEOUS.	
34. Amount paid other companies as rent for use of road, specifying each company and amount,	-
35. Telegraph expenses,	10,300 00
36. United States taxes and stamps,	-
37. State taxes,	289,951 52
38. Local taxes,	121,183 40
39. Insurance, loss by fire, and damages paid for fires set by engines,	5,160 09
40. General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the foregoing items,	117,471 84
41. Total miscellaneous,	544,066 85
42. TOTAL EXPENDITURES FOR OPERATING THE ROAD,	6,896,984 12
43. Per mile of the road operated,	27,627 62
44. Per mile of single track operated, not including sidings,	-
45. Per train mile,	1 41
46. Proportion for Massachusetts,	5,332,130 66
47. Percentage of expenditures to income,	-

Revenue for the Year.

1. Receipts from local passengers on roads operated by this company,	\$1,672,544 72
2. Receipts from passengers from and to other roads over roads operated by this company,	1,208,339 13
3. Receipts from passengers over other roads as tolls, or for use of cars of this company,	-
4. Receipts from local freight on roads operated by this company,	2,980,408 00
5. Receipts from freight from and to other roads over roads operated by this company,	2,866,360 11
6. Receipts from freight over other roads as tolls, or for use of cars of this company,	
7. Receipts for express,	201,516 11
8. Receipts for mails,	74,000 00
9. Receipts as rents for use of road and equipment, when leased,	66,152 49
10. Receipts as rents for use of property other than above, elevator, wharfage and warehouse,	190,278 25
11. Total earnings,	9,259,598 81
12. Per mile of road operated,	37,093 29
13. Per mile of road operated,—computed as single track, not including sidings,	-
14. Per train mile,	1.89
15. Proportion for Massachusetts,	7,159,004 97
16. Income from other roads,	-
17. Income from all other sources,	-
18. TOTAL INCOME,	9,259,598 81
19. Percentage of income to capital stock and debt,	39.85
20. Percentage of income to total means applied to construction, equipment, &c.,	-

Net Income, Dividends, &c.

1. Total net income above operating expenses,	\$2,362,614 69
2. Percentage of net income to capital stock and debt,	10.17
3. Percentage of net income to total means applied to construction, equipment, &c.,	9.35
4. Paid for interest,	115,154 61
5. Paid in dividends 10 per cent. for the year, and tax, May 15, 1872,	1,977,469 35
Paid in dividends Pittsfield and No. Adams Railroad,	27,000 00
6. Paid to sinking funds,	-

7. Balance for the year or surplus,		\$242,990 73
8. Surplus at commencement of the year,	\$3,009,205 34	
Less U. S. tax on insurance fund, \$3,000 00		
Exchange to Baring Bros. & Co., 8,888 89		
	<u>11,888 89</u>	
9. Total surplus,		2,997,316 45
10. Invested as follows:—		3,240,307 18
Cash and loans,		—
Balance of accounts due from other roads,		—
Other uncollected accounts,		—
Materials for repairs,		—
Fuel and stores,		—
Any other items,		—

General Balance Sheet at last Closing of Accounts.

DR.

Cost of road and equipment,	\$24,301,751 46
Cost of South Boston flats,	442,722 73
Hudson River bridge,	384,000 00
Notes receivable,	32,456 65
Materials,	1,226,012 40
Cash,	443,652 94
Real estate and lands,	113,519 34
Ledger balances due from individuals and corporations,	404,315 89
Trustees of Albany sinking fund,	123,404 42
West Stockbridge R. R. stock,	13,000 00
	<u>\$27,484,835 83</u>

CR.

Capital stock, 196,641 shares,	\$19,664,100 00
Albany bonds,	\$106,000 00
Dollar bonds,	667,000 00
Seven per cent. bonds,	2,264,000 00
	<u>3,037,000 00</u>
Unclaimed dividends and interest,	16,163 65
Notes payable,	530,560 00
Accumulated sinking fund profits, \$1,658,431 36	
Contingent fund,	1,581,875 82
	<u>3,240,307 18</u>
Dividend No. 10, due Nov. 15, 1872,	983,205 00
Pitts'd & No. Adams R. R. div., due Jan. 1, 1873,	13,500 00
	<u>\$27,484,835 83</u>

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCON- DUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	—	—	4	—	4	—
Employés,	—	—	29	—	29	—
Others,	—	—	23	—	23	—

Statement of each Accident.

October 5, 1871.—James Dooley, an employé, fell from train near Hinsdale, was run over, and died same day.

October 9.—An unknown colored boy, while walking upon the track at Auburndale, was struck by train and killed.

October 12.—John Callahan fell from train at Westfield, was run over, and died the 14th.

October 21.—D. N. Drayton, an employé, was struck by bridge at Wellesley and killed.

October 25.—W. A. Rice, an employé, while repairing cars at Allston, was run over and killed.

October 25.—Walker Cook, an employé, fell from train at Brighton, was run over and killed.

October 31.—Joseph Geddes, Jr., an employé, was caught between the cars at Boston, and died November 13th.

November 7.—Frank Winslow jumped or fell from the cars at Newton, was struck by passing train and killed.

November 7.—James Devine, while walking upon the track at Pittsfield, was struck by engine, and died on the 12th.

November 9.—An old man named Cahill, while walking upon the track near the Mill Dam, in Boston, was struck by the engine and killed.

November 13.—Edward Cunningham was killed at Newton while attempting to get upon the train when in motion.

November 14.—Patrick Egan, an employé, fell from train at Springfield, was injured, and died 16th.

November 15.—Thomas M. Walker, an employé, fell from train near Westfield, was run over and killed.

November 18.—Ellen Donnegan, while crossing the track in Springfield, was run over, and died 27th.

November 28.—Rev. J. S. Burke jumped from train at Worcester Junction, and died same day.

December 14.—Michael O'Hern, an employé, was killed at East Boston while coupling cars.

December 16.—Francis Kelly, an employé, fell from train in Boston, was run over and killed.

December 29.—Edward Frost, an employé, was killed at South Framingham while coupling cars.

January 1, 1872.—Patrick Maikey, while walking upon the track at Worcester, was struck by train, and died 2d.

January 5.—Samuel Litchfield, an employé, was killed at East Boston while coupling cars.

January 8.—Thomas Harrison, while walking upon the track near Warren, was struck by the engine, and died same day.

January 20.—William Borgery, while lying upon the track of Milford Branch, was run over and killed.

January 27.—William H. Whitney was killed while walking upon the track in Springfield.

January 29.—James Hogan, an employé, fell from train in West Springfield, was run over, and died February 1st.

January 30.—Charles E. Munsell, an employé, was killed while coupling cars in West Springfield.

February 1.—Edward Noonan was killed while crossing Kneeland Street, Boston.

February 21.—John Barnes, an employé, was caught between the cars at Springfield and killed.

March 2. Chester W. Clark was killed at Hinsdale while walking upon the track.

March 5.—James Hogan, an employé, was killed while coupling cars in yard at West Springfield.

March 9.—Alphonse Shoran, while standing upon the track at Palmer, was struck by the engine and killed.

April 11.—J. W. Stoughton, and C. McManus, employés, were killed near Rice's Crossing by the explosion of locomotive Atlas.

April 19.—Mary A. Whittaker, while crossing the track at Allston, was struck by the engine and killed.

April 29.—James Houlihan, while crossing the track in Boston, was struck by the engine and killed.

April 30.—Michael Murray, an employé, while standing upon the track at Springfield, was run over and killed.

May 1.—John Lang, an employé, was killed at Pittsfield while coupling cars.

May 6.—John Blow jumped from express train at Westborough, and was killed.

June 8.—Thomas Wagner, an employé, fell between the cars at Hinsdale, was run over and killed.

June 25.—Patrick McHugh, while attempting to get upon a freight train at Worcester, fell, was run over and killed.

June 29.—John Coffee, an employé, fell from train near Middlefield, was run over and killed.

July 2.—An unknown man was killed near Middlefield while walking upon the track.

July 3.—Frederick Kerrigan, an employé, fell from train near Richmond, was run over, and died the 4th.

July 5.—John Kirk fell under the cars at Pittsfield, was run over, and died 6th.

July 7.—John Samon, an employé, fell from train near Russell, was run over and killed.

July 8.—C. C. Barnard, while sitting near the track at Coltsville, was struck by train and killed.

July 18.—Patrick Murray was run over and killed in Brookline while lying upon the track.

July 21.—Margaret Downer, while walking upon the track in West Newton, was struck by the engine and killed.

August 2.—Mary Ganley was killed near Westfield while sitting upon the track.

August 10.—M. V. Carr jumped from train at Southville, was run over and killed.

August 30.—H. J. Sturtevant, an employé, was struck by bridge near Wellesley and killed.

September 6.—Albert F. Flagg, an employé, was killed at Cambridge-street Crossing while coupling cars.

September 14.—George H. Campbell, an employé, fell from train at Grand Junction, was run over and killed.

September 16.—John Heysler was killed near Richmond while walking upon the track.

September 18.—Frank L. Rood, an employé, was run over at Palmer while coupling cars, and died same day.

September 24.—Amedus Gervis, an employé, fell from train near Worcester, was run over and killed.

September 28.—Thomas Coyle, an employé, fell from train at Newtonville, was run over, and died 29th.

Name and Residence of Officers.

C. W. Chapin, *President*, Springfield. D. Waldo Lincoln, *Vice President*, Boston. Charles E. Stevens, *Treasurer*, Boston. James A. Rumrill, *Secretary and Clerk*, Springfield. Charles O. Russell, *Superintendent*, Springfield.

Proper Address for the Company.

BOSTON AND ALBANY RAILROAD COMPANY, SPRINGFIELD, MASS.

C. W. CHAPIN,
IGNATIUS SARGENT,
EDW. B. GILLETT,
AVERY PLUMER,
MOSES KIMBALL,
I. N. ROSS,
GINERY TWICHELL,
HENRY COLT,
WM. H. MURRAY,
JAS. M. BEEBE,
J. H. CHADWICK,
D. WALDO LINCOLN,
G. O. CROCKER,

Directors of the Boston and Albany Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, SS. November 6, 1872. Then personally appeared C. W. Chapin, Ignatius Sargent, E. B. Gillett, Avery Plumer, Moses Kimball, I. N. Ross, Ginery Twichell, Henry Colt, Wm. H. Murray, James M. Beebe, J. H. Chadwick, D. Waldo Lincoln and G. O. Crocker, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

CHAS. E. STEVENS, *Justice of the Peace.*

REPORT

OF THE

BOSTON, BARRE AND GARDNER RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts.

1. Capital stock authorized by charter,	\$1,200,000 00
2. Capital stock authorized by votes of company,	900,000 00
3. Capital stock paid in (number of shares, on 7,741),	736,240 00
4. Capital stock issued,	455,400 00
5. Capital stock paid in per mile of road owned by company,	29,262 32
6. Capital stock paid in, proportion for Massachusetts,	736,240 00
7. Par value of shares,	100 00
8. Funded debt as follows:—	
1st mortgage bonds, due, rate of interest	- -
2d mortgage bonds, due, rate of interest	- -
3d mortgage bonds, due, rate of interest	- -
9. Total amount of funded debt,	- -
10. Unfunded debt, incurred for construction, equipment or purchase of property,	136,682 22
11. Debt incurred for any other purpose, and for what,	- -
12. Total amount of debt,	136,682 22
13. Proportion of debt for Massachusetts,	136,682 22
14. Proportion of debt per mile of road,	5,432 52
15. Total cash realized from capital and debt,	\$872,922 22
16. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property,	- -
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,	867,889 47
18. Proportion of above for Massachusetts,	867,889 47
19. Number of stockholders,	242
20. Amount of stock held in Massachusetts,	725,000 00
21. Number of stockholders in Massachusetts,	239

Cost of Road, Equipment and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.

1. Grading and masonry,	\$347,332 33
2. Bridging,	7,027 52
3. Superstructure, including rails,	251,727 52
4. Land, land damages and fences,	68,028 08
5. Passenger and freight stations, wood-sheds and water stations,	34,288 53

6. Engine-houses, car-sheds and turn-tables,	\$7,738 42	
7. Interest paid during construction, discount, &c.	-	-
8. Engineering, agencies, salaries and other expenses during construction,	46,971 88	
9. <i>Total expended for construction</i> ,		763,114 28
10. Average cost of construction per mile of road built by company,		30,330 46
11. Same per mile of single track built by company, not including sidings,		30,330 46
12. Proportion of cost of construction for Massachusetts,		\$763,114 28

EQUIPMENT.

13. Locomotives and snow-plows,	34,723 51	
14. Passenger, mail and baggage cars,	20,215 94	
15. Freight and other cars,	37,000 57	
16. Machine-shops, machinery and tools,	12,835 17	
17. <i>Total for equipment</i> ,		104,775 19
18. Average cost of equipment <i>per mile of road operated</i> by company,		4,164 36
19. Proportion for Massachusetts,		104,775 19

PROPERTY PURCHASED.

20. branch, original cost		
purchased for	-	-
21. Stock of , shares,		
purchased for	-	-
22. Bonds of road, nominal amount		
purchased for	-	-
23. Steamboat , nominal amount		
purchased for	-	-
24. Lands in not necessary for operation of road,	-	-
25. Other property purchased,	-	-
26. <i>Total property purchased</i> ,	-	-
27. Property in Massachusetts (including proportion of equipment),	-	-
28. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		867,889 47
29. Proportion for Massachusetts,	-	-
30. Amount of sinking and contingent funds,	-	-

Description of Road.

1. Length of main line of road from Worcester to Gardner.	About 26 miles.
Length of main line of road in Massachusetts, [In other States, specifying each,],	About 26 miles.
2. Length of line with track laid, if road is not completed,	25.16 miles.
3. Length of double track on main line,	-
4. Branches owned by company. Name and description of each single or double track, ; length,	-
5. Total length of branches owned by company,	-
6. Total length of branches owned by company in Massachusetts,	-
7. Total length of branches owned by company in other States, specifying each,	-
8. Length of double track on branches,	-
9. Total length of road belonging to this company,	25.16 miles.
10. Aggregate length of sidings and other tracks not above enumerated,	2 miles.

11. Same in Massachusetts,		2 miles.
12. Aggregate length of tracks belonging to this company, computed as single track,		27.16 miles.
13. Same in Massachusetts,		27.16 miles.
14. Total length of steel rails in tracks belonging to this company,	-	-
[Weights per yard,]		
15. Total length of steel-top rails in tracks belonging to this company,	-	-
[Weights per yard,]		
16. Miles of telegraph on line of road,	-	-
17. Miles of telegraph owned by this company, . .	-	-
18. Number of telegraph offices in company's stations,	-	-
19. Number of telegraph stations operated by this company,	-	-
20. Number of telegraph stations operated jointly by railroad and telegraph company,	-	-
21. Number of spans of bridges of 25 feet and upwards,		3
22. Number of iron bridges (aggregate length 219 feet),		8
23. Number of wooden bridges (aggr'te le'gth, . .)	-	-
23. BRIDGES BUILT WITHIN THE YEAR.	None.	
25. Number of crossings of highways at grade, . .		30
26. Number of crossings of highways over railroad, . .		2
27. Number of crossings of highways under railroad,		1
28. Number of highway bridges 18 feet above track, . .		2
29. Number of highway bridges less than 18 feet above track,	-	-
30. Number of crossings at which gates or flagmen are maintained,	-	-
31. Number of crossings at which there are neither gates nor flagmen,		30
32. Number of railroad crossings at grade,		1
33. Number of railroad crossings over other railroads,	-	-
34. Number of railroad crossings under other railroads,	-	-

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

35. Name, description and length of each [Trains run over Worcester and Nashua Railroad in Worcester],	2.82 miles.	
36. Total length of above roads,		2.82 miles.
37. Total length of above roads in Massachusetts, . .	2.82 miles.	
38. Total length of above roads in other States, specifying each,	-	-
39. Total miles of road operated by this company, . .		26.2 miles.
40. Total miles of road operated by this company in Massachusetts,		26.2 miles.
41. Number of stations on all roads operated by this company,		13
42. Same in Massachusetts,		13

Rolling Stock.

	Total number.	Per mile of road operated.
1. Locomotives (average weight of engines in working order, 25 tons),	4	.0153
2. Tenders (average weight of tenders full of fuel and water, 16 tons),	4	.0153

(Average joint weight of engines and tenders, 41 tons),		Total number.	Per mile of road operated.
3. Snow-plows (average weight, 15 tons),	1	.0038	
4. Passenger cars (average weight, 18 tons),	4	.0153	
5. Mail and baggage cars (average weight, 17 tons),	2	.0076	
6. 8-wheel box freight cars (average weight, 9 tons),	9	.0343	
7. 4-wheel box freight cars (average weight,)	-	-	-
8. 8-wheel platform cars (average weight, 8 tons),	20	.0763	
9. 4-wheel platform cars (average weight,)	-	-	-
10. Other cars (coal, gravel, &c.),	33	.1260	
11. Total freight cars, including coal, &c., on a basis of 8 wheels,	50	.1908	
12. Number of locomotives equipped with train brakes,	-	-	-
(Kind of brake,)			
13. Number of cars equipped with train brakes,	-	-	-
(Kind of brake,)			
14. Number of passenger cars in proportion to passengers carried one mile,			1 to 195,915
Mileage, Traffic, &c.			
1. Miles run by passenger trains,		59,524	
2. Rate of speed of express passenger trains, including stops,	-	-	-
3. Rate of speed of accommodation trains, including stops,	20 miles.		
4. Miles run by freight trains,		22,040	
5. Rate of speed of freight trains, including stops,	12 miles.		
6. Miles run by other trains, and for what purposes [gravel],		500	
7. Total train miles run,		82,064	
8. Number of through passengers (whole length of road),		17,791	
9. Number of local passengers (over part of road),		67,366	
10. Total number of passengers carried,		85,157	
11. Total passenger mileage, or passengers carried one mile,		1,175,489	
12. Passenger mileage to and from other roads,		220,902	
13. Number of tons carried,		17,499	
14. Total freight mileage, or tons carried one mile,		388,031	
15. Freight mileage to and from other roads,		278,176	
16. Average rate of fare per mile (not including season tickets) received from passengers on roads occupied by this company,		3.76 cents.	
17. Average rate of fare per mile received from passengers to and from other roads,*		3.56 cents.	
18. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket,		1.23 cents.	
Average rate of fare per mile for all passengers,		3.48 cents.	
19. Average rate of freight per ton per mile on roads operated by this company,		9.25 cents.	
20. Average rate of freight per ton per mile to and from other roads,*		5.29 cents.	
21. Average number of cars in passenger trains, including baggage cars,	2		
22. Average number of cars in freight trains (basis of 8 wheels),	7		
23. Average weight of passenger trains, including locomotive and tender, in working order,		77 tons.	
24. Average weight of freight trains, including locomotive and tender, in working order,		104 tons.	

*After deducting all allowances for tolls, or use of cars,

25. Number of persons regularly employed by company, including officials,	59
Classification of Business.	
PASSENGERS.	
1. Passengers coming from other States,†	-
2. Passengers going to other States,†	-
3. Passengers travelling only within this State,	85,157
4. Total season-ticket passengers (round trip),	6,942
5. Passengers to Boston (including season),‡	-
6. Passengers from Boston (including season),‡	-
7. Season-ticket passengers to and from Boston (one round trip daily),‡	-

FREIGHT, IN TONS.

	Brought from other States.	Carried to other States.	Carried within this State only.	Taken from Boston.‡	Carried to Boston.‡
1. Anthracite coal,	-	-	960	-	-
2. Bituminous coal,	-	-	-	-	-
3. Petroleum,	-	-	-	-	-
4. Railroad iron, including steel and steel-capped rails,	-	-	30	-	-
5. Castings and other iron,	-	-	116	-	-
6. Other metals,	-	-	100	-	-
7. Iron and other ores,	-	-	-	-	-
8. Stone and brick,	-	-	792	-	-
9. Lime, cement and sand,	-	-	274	-	-
10. Lumber,	-	-	1,948	-	-
11. Ice,	-	-	-	-	-
12. Live stock,	-	-	10	-	-
13. Dressed carcasses, smoked and salted meats,	-	-	-	-	-
14. Flour,	-	-	132	-	-
15. Grain,	-	-	1,193	-	-
16. Other agricultural products,	-	-	140	-	-
17. Manufactures not included above,§	-	-	6,277	-	-
18. Merchandise,§	-	-	5,527	-	-
19. Other articles,	-	-	-	-	-
20. Total tons carried,	-	-	17,499	-	-

Expenditures Charged to Capital Account during the Year.

1. Main line, extension or alteration of road,	\$112,574 80
2. Branches, extension or alteration of road, specifying each,	-
3. Double track extension,	-
4. Land,	10,216 26
5. Passenger and freight stations, wood-sheds and water stations,	24,088 53
6. Engine-houses, car-sheds and turn-tables;	38 42
7. New locomotives and snow-plows,	23,190 57
8. New passenger cars,	} 14,415 94
9. New mail and baggage cars,	
10. New freight cars,	
11. Machine-shops, machinery and tools,	27,458 43
	11,597 24

† Apply only to roads crossing the State line.

‡ Apply only to the roads terminating in Boston.

§ Manufactured articles starting from the place of manufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depot for sale, they become a part of the general merchandise of the place, and on any second transit are to be reckoned under the second head.

12. Purchase of other roads, specifying what,	-
13. Subscriptions or loans to other roads, specifying what,	-
14. Any other expenditures charged to capital account,	-
15. TOTAL,	\$223,580 19

Expenditures on Operating Account for the Year.

MAINTENANCE OF WAY AND BUILDINGS.

1. Repairs of road, exclusive of bridges and new rails,†	\$17,929 45
2. New iron rails, deducting old rails sold (number of miles , weight per yard),†	-
3. Steel rails (number of miles , weight per yard),	-
4. Repairs of bridges,	81 39
4. Repairs of buildings and fixtures,	154 39
6. Repairs of fences, road crossings and signs,	29 22
7. Removing ice and snow,	-
8. Other expenses,	-
9. Total for maintenance of way and buildings,	18,194 45
10. Per mile of road kept in repair,	778 20
11. Per mile of single track kept in repair, not including sidings,	778 20
12. Of the above total there was expended for other than ordinary repairs,	-

TRAFFIC EXPENSES.

13. Repairs of locomotives and snow-plows,*	1,800 05
14. New locomotives and snow-plows,*	-
15. Repairs of machine-shops and machinery,*	-
16. New machine-shops and machinery,*	-
17. Repairs of passenger, baggage and mail cars,*	1,174 84
18. New passenger, baggage and mail cars,*	-
19. Repairs of freight and other cars,*	1,241 99
20. New freight and other cars,*	-
21. Fuel—number of cords of wood, 2,310 ; cost,†	10,448 58
22. Fuel—number of tons of coal ; cost,†	-
23. Oil and waste,†	1,191 48
24. Amount paid other corporations or individuals not operating railroads, for use of cars, and for repairs of same,	-
25. Salaries, wages and incidentals, chargeable to passenger department,	9,746 97
26. Salaries, wages and incidentals, chargeable to freight department,	8,347 77
27. Wages of switchmen, gate-keepers, signal-men, and watchmen, unless included above,	-
28. Gratuities and damages, passenger account,	-
29. Gratuities and damages, freight account,	-
30. Other expenditures,	-
31. Total of traffic expenses,	33,951 68
32. Per mile of road operated,	1,295 86
33. Per mile of single track operated, not including sidings,	1,295 86

MISCELLANEOUS.

34. Amount paid other companies as rent for use of road, specifying each company and amount, [No settlement has been made with the Worcester & Nashua Railroad Co., for the use of their track.]	-
35. Telegraph expenses,	-
36. United States taxes and stamps,	-
37. State taxes,	964 35
38. Local taxes,	275 96
39. Insurance, loss by fire, and damages paid for fires set by engines,	475 44

*To include oil, fuel, clerks, watchmen, and incidentals about shops.

†For cars and engines.

‡Including labor and materials in new sidings.

40. General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the foregoing items,	\$7,943 10
41. <i>Total miscellaneous</i> ,	9,658 85
42. TOTAL EXPENDITURES FOR OPERATING THE ROAD,	61,804 98
43. Per mile of the road operated,	2,358 97
44. Per mile of single track operated, not including sidings,	2,358 97
45. Per train mile, . . . . .	.753
46. Proportion for Massachusetts,	61,804 98
47. Percentage of expenditures to income,	89

Revenue for the Year.

1. Receipts from local passengers on roads operated by this company,	\$33,136 66
2. Receipts from passengers from and to other roads over roads operated by this company,	7,864 20
3. Receipts from passengers over other roads as tolls, or for use of cars of this company,	-
4. Receipts from local freight on roads operated by this company,	10,178 95
5. Receipts from freight from and to other roads over roads operated by this company,	14,722 04
6. Receipts from freight over other roads as tolls, or for use of cars of this company,	-
7. Receipts for express,	1,671 47
8. Receipts for mails,	1,012 50
9. Receipts as rents for use of road and equipment, when leased,	-
10. Receipts as rents for use of property other than above,	769 69
11. Total earnings,	69,355 51
12. Per mile of road operated,	2,647 17
13. Per mile of road operated,—computed as single track, not including sidings,	2,647 17
14. Per train mile, . . . . .	.845
15. Proportion for Massachusetts,	69,355 51
16. Income from other roads,	-
17. Income from all other sources,	-
18. TOTAL INCOME,	69,355 51
19. Percentage of income to capital stock and debt,	7.94
20. Percentage of income to total means applied to construction, equipment, &c.,	7.99

Net Income, Dividends, &c.

1. Total net income above operating expenses,	\$7,550 53
2. Percentage of net income to capital stock and debt, . . . . .	.86
3. Percentage of net income to total means applied to construction, equipment, &c., . . . . .	.87
3. Paid for interest,	3,282 69
5. Paid in dividends per cent. for the year,	-
6. Paid to sinking funds,	-
7. Balance for the year or surplus,	4,267 84
8. Surplus at commencement of the year,	7,879 91
9. Total surplus,	12,147 55
10. Invested as follows:—	
Cash and loans,	3,686 02
Balance of accounts due from other roads,	-
Other uncollected accounts,	337 50
Materials for repairs,	4,948 03
Fuel and stores,	3,176 00
Any other items,	-

General Balance Sheet at last Closing of Accounts.

DR.

Cost of road and equipment,	\$867,889 47
Materials for construction, repairs and operation of road, . . .	30,323 55
Cash,	2,486 02
Bills receivable,	1,200 00
Uncollected balances,	337 50
	<hr/>
	\$902,236 54

CR.

Capital stock,	\$736,240 00
Bills payable,	136,682 22
Due sundry persons and corporations,	17,166 77
Surplus earnings,	12,147 55
	<hr/>
	\$902,236 54

Name and Residence of Officers.

Directors.—Stephen Salisbury, Worcester; Levi Heywood, Gardner; Ivers Phillips, Worcester; Calvin Foster, Worcester; Lewis Barnard, Worcester; W. W. Rice, Worcester; I. N. Ross, Holden; R. C. Taylor, Worcester, George F. Verry, Worcester; Horatio N. Tower, Worcester; Wm. B. Goodnow, Princeton; Wm. H. Morse, Hubbardston; Nelson D. White, Winchendon. Ivers Phillips, *President*, Worcester. T. B. Sargeant, *Superintendent*, Worcester. Wm. E. Starr, *Clerk and Treasurer*, Worcester.

Proper Address for the Company.

BOSTON, BARRE AND GARDNER RAILROAD CORPORATION, WORCESTER,
MASS.

IVERS PHILLIPS,
STEPHEN SALISBURY,
LEVI HEYWOOD,
LEWIS BARNARD,
CALVIN FOSTER,
WM. B. GOODMAN,
H. N. TOWER,
I. N. ROSS,
R. C. TAYLOR,
W. W. RICE,

Directors of the Boston, Barre and Gardner Railroad Corporation.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. November 4, 1872. Then personally appeared Ivers Phillips, Stephen Salisbury, Levi Heywood, Lewis Barnard, Calvin Foster, Wm. B. Goodnow, H. N. Tower, I. N. Ross, R. C. Taylor, W. W. Rice, and severally made oath to the truth of the foregoing statement by them subscribed.

WM. E. STARR, *Justice of the Peace.*

REPORT

OF THE

BOSTON, CLINTON AND FITCHBURG R. R. COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts.

1. Capital stock authorized by charter,	\$1,508,800 00
2. Capital stock authorized by votes of company,	—
3. Capital stock paid in (number of shares, preferred, 6,332; common, 1,794; guaranteed, 600: 8,726),	872,600 00
4. Capital stock issued,	—
5. Capital stock paid in per mile of road owned by company,	20,593 83
6. Capital stock paid in, proportion for Massachusetts,	20,593 83
7. Par value of shares,	100 00
8. Funded debt as follows:—	
1st mortgage bonds, due July 1, 1884; rate of interest, 6 per cent.,	\$400,000 00
1st mortgage bonds, due January 1, 1890, rate of interest, 7 per cent.,	252,000 00
1st mortgage bonds, due July 1, 1889; rate of interest, 7 per cent.,	248,000 00
1 equipment note, April 1, 1881, 8 per cent.,	100,000 00
2 equipment notes, “ 1882, 8 per cent.,	250,000 00
9. Total amount of funded debt,	1,250,000 00
10. Unfunded debt, incurred for construction, equipment or purchase of property,	—
11. Debt incurred for any other purpose, and for what,	—
12. Total amount of debt,	—
13. Proportion of debt for Massachusetts,	All.
14. Proportion of debt per mile of road,	—
15. Total cash realized from capital and debt,	—
16. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property,	38,780 31
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,	2,161,380 31
18. Proportion of above for Massachusetts,	All.
19. Number of stockholders,	518
20. Amount of stock held in Massachusetts,	8,681 shares.
21. Number of stockholders in Massachusetts,	510

Cost of Road, Equipment and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.

1. Grading and masonry,	\$463,475 54
2. Bridging,	39,855 57
3. Superstructure, including rails,	465,276 97

4. Land, land damages and fences,	\$111,603 12	
5. Passenger and freight stations, wood-sheds and water stations,	} 84,569 73	
6. Engine-houses, car-sheds and turn-tables,		
7. Interest paid during construction, discount, &c.,		33,383 63
8. Engineering, agencies, salaries and other expenses during construction,	116,247 71	
9. <i>Total expended for construction,</i>		\$1,314,412 27
10. Average cost of construction per mile of road built by company,		*25,532 33
11. Same per mile of single track built by company, not including sidings,		*30,658 99
12. Proportion of cost of construction for Massachusetts,	All.	

EQUIPMENT.

13. Locomotives and snow-plows,	229,096 88	
14. Passenger, mail and baggage cars,	107,923 30	
15. Freight and other cars,	297,775 09	
16. Machine-shops, machinery and tools,	11,256 70	
17. <i>Total for equipment,</i>		646,051 97
18. Average cost of equipment <i>per mile of road operated</i> by company,		6,509 80
19. Proportion for Massachusetts,	All.	

PROPERTY PURCHASED.

20. branch, original cost,		
purchased for	-	-
21. Stock of Boston, Clinton and Fitchburg road, 100 shares, purchased for	10,000 00	
Stock of M. and Framingham railroad, 1,250 shares, purchased for	75,000 00	
22. Bonds of road, nominal amount,		
purchased for	-	-
23. Steamboat nominal amount,		
purchased for	-	-
24. Lands in Fitchburg outside location of road,	115,916 07	
25. Other property purchased,	-	-
26. <i>Total property purchased,</i>		200,916 07
27. Property in Massachusetts (including proportion of equipment),	All.	
28. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		2,161,380 31
29. Proportion for Massachusetts,	All.	
30. Amount of sinking and contingent funds,	None.	

Description of Road.

1. Length of main line of road from Fitchburg to South Framingham, and Pratt's to Sterling Junction F. W. Div.,	42 872-1,000	
Length of main line of road in Massachusetts, [In other States, specifying each,]	42 872-1,000	-
2. Length of line with track laid, if road is not completed,	None.	
3. Length of double track on main line,	None.	
4. Branches owned by company. Name and description of each single or double track, ; length,	-	-
[7,750 feet of the 42 872-1000 miles length, may be called Marlboro' branch, as through trains do not pass over it.]		
5. Total length of branches owned by company,	None.	
6. Total length of branches owned by company in Massachusetts,	None.	

* As the road has a single track only, why these sums should be different is not apparent. [Com.]

7. Total length of branches owned by company in other States specifying each,	None.	
8. Length of double track on branches,		None.
9. Total length of road belonging to this company,	—	—
10. Aggregate length of sidings and other tracks not above enumerated,		9 miles.
11. Same in Massachusetts,		9 miles.
12. Aggregate length of tracks belonging to this company, computed as single track,		51 872-1,000
13. Same in Massachusetts,		51 872-1,000
14. Total length of steel rails in tracks belonging to this company,		None.
[Weights per yard,]	—	—
15. Total length of steel-top rails in tracks belonging to this company,		None.
[Weights per yard,]	—	—
16. Miles of telegraph on line of road,		84
17. Miles of telegraph owned by this company,	—	—
18. Number of telegraph offices in company's stations,		22
19. Number of telegraph stations operated by this company,		10
20. Number of telegraph stations operated jointly by railroad and telegraph company,		14
21. Number of spans of bridges of 25 feet and upwards,		2
22. Number of iron bridges (aggregate length,),		None.
23. Number of wooden bridges (aggr'te le'gth,),		2
24. BRIDGES BUILT WITHIN THE YEAR. [None.]		
25. Number of crossings of highways at grade,		55
26. Number of crossings of highways over railroad,		5
27. Number of crossings of highways under railroad,		1
28. Number of highway bridges 18 feet above track,		2
29. Number of highway bridges less than 18 feet above track,		6
30. Number of crossings at which gates or flagmen are maintained,		2
31. Number of crossings at which there are neither gates nor flagmen,		59
32. Number of railroad crossings at grade,		2
33. Number of railroad crossings over other railroads,	—	—
34. Number of railroad crossings under other railroads,	—	—
ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.		
35. Name, description and length of each,	—	—
[Mansfield and Framingham R. R. Co.],	21 251-1,000	
[Framingham and Lowell R. R. Co.],	26 120-1,000	
36. Total length of above roads,		47 371-1,000
37. Total length of above roads in Massachusetts,	—	—
38. Total length of above roads in other States, specifying each,	—	—
39. Total miles of road operated by this company,		99 243-1,000
40. Total miles of road operated by this company in Massachusetts,		99 243-1,000
41. Number of stations on all roads operated by this company,		33
42. Same in Massachusetts,		33

Rolling Stock.		Total number.	Per mile of road operated.
1. Locomotives (average weight of engines in working order, 50,000 pounds),	21	.216	
2. Tenders (average weight of tenders full of fuel and water, 30,000 pounds),	21	.216	
(Average joint weight of engines and tenders, 80,000 pounds),	-	-	
3. Snow-plows (average weight, 9 tons),	3	.003	
4. Passenger cars (average weight, 36,000 lbs.),	21	.216	
5. Mail and baggage cars (average weight, 31,000 lbs.),	12	.012	
6. 8-wheel box freight cars (average weight, 16,500 lbs.),	160	.613	
7. 4-wheel box freight cars (average weight, 8,500 lbs.),	30	.0302	
8. 8-wheel platform cars (average weight, 14,500 lbs.),	161	1.622	
9. 4-wheel platform cars (average weight,),	None.		
10. Other cars (coal, gravel, &c.) [9,000 lbs.],	150	1.511	
11. Total freight cars, including coal, &c., on a basis of 8 wheels [3 milk cars and 14-26 of 58 box and platform cars],	434	4.373	
12. Number of locomotives equipped with train brakes,	None.		
(Kind of brake, ordinary),			
13. Number of cars equipped with train brakes,	None.		
(Kind of brake, ordinary),			
14. Number of passenger cars in proportion to passengers carried one mile,		1 to 459,548	
Mileage, Traffic, &c.			
1. Miles run by passenger trains,		240,872	
2. Rate of speed of express passenger trains, including stops,	30 miles per hour.		
3. Rate of speed of accommodation trains, including stops,	25 miles per hour.		
4. Miles run by freight trains,	162,543		
5. Rate of speed of freight trains, including stops,	12 miles per hour.		
6. Miles run by other trains, and for what purposes,	-	-	
[Wood and gravel trains],		10,200	
[Excursion trains],		3,330	
[Switching trains],		24,800	
7. Total train miles run,		441,745	
8. Number of through passengers (whole length of road),	Not ascertained.		
9. Number of local passengers (over part of road),	Not ascertained.		
10. Total number of passengers carried,	467,966		
11. Total passenger mileage, or passengers carried one mile,	9,650,520		
12. Passenger mileage to and from other roads,	4,280,789		
13. Number of tons carried,	317,043	366-2,000	
14. Total freight mileage, or tons carried one mile,	13,648,174		
15. Freight mileage to and from other roads,	10,283,062		
16. Average rate of fare per mile (not including season tickets) received from passengers on roads occupied by this company,	3 1-4 cts.		
17. Average rate of fare per mile received from passengers to and from other roads,*	2 1-4 cts.		
18. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket,	55-100 cts.		
Average rate of fare per mile for all passengers,	2 90-100 cts.		

* After deducting all allowances for tolls, use of cars, &c.

19. Average rate of freight per ton per mile on roads operated by this company,	3 20-100 cts.
20. Average rate of freight per ton per mile to and from other roads,*	2 cts.
21. Average number of cars in passenger trains, including baggage cars,	3
22. Average number of cars in freight trains (basis of 8 wheels),	18 long cars.
23. Average weight of passenger trains, including locomotive and tender, in working order,	135,000 lbs.
24. Average weight of freight trains, including locomotive and tender, in working order,	560,000 lbs.
25. Number of persons regularly employed by company, including officials,	475

Classification of Business.

PASSENGERS.

1. Passengers coming from other States,†	-
2. Passengers going to other States,†	-
3. Passengers travelling only within this State,	467,966
4. Total season-ticket passengers (round trip),	95,982
5. Passengers to Boston (including season),‡	-
6. Passengers from Boston (including season),‡	-
7. Season-ticket passengers to and from Boston (one round trip daily),‡	-

FREIGHT, IN TONS.

	Brought from other States.	Carried to other States.	Carried within this State only.	Taken from Boston.†	Carried to Boston.†
1. Anthracite coal,	-	-	38,800.120	-	-
2. Bituminous coal,	-	-	14,500.015	-	-
3. Petroleum,	-	-	850	-	-
4. Railroad iron, including steel and steel-capped rails,	-	-	2,500	-	-
5. Castings and other iron,	-	-	4,600	-	-
6. Other metals,	-	-	3,400	-	-
7. Iron and other ores,	-	-	4,800	-	-
8. Stone and brick,	-	-	15,700.013	-	-
9. Lime, cement and sand,	-	-	3,200.020	-	-
10. Lumber,	-	-	48,850.040	-	-
11. Ice,	-	-	360	-	-
12. Live stock,	-	-	12,300.200	-	-
13. Dressed carcasses, smoked and salted meats,	-	-	2,600.275	-	-
14. Flour,	-	-	15,360.240	-	-
15. Grain,	-	-	28,360.350	-	-
16. Other agricultural products,	-	-	8,350.230	-	-
17. Manufactures not included above,§	-	-	25,370	-	-
18. Merchandise,§	-	-	55,870.100	-	-
19. Other articles,	-	-	31,270.080	-	-
20. Total tons carried,	-	-	317,043.183	-	-

* After deducting all allowances for tolls, use of cars, &c.

† Apply only to roads crossing the State line.

‡ Apply only to the roads terminating in Boston.

§ Manufactured articles starting from the place of manufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depot for sale, they become a part of the general merchandise of the place, and on any second transit are to be reckoned under the second head.

Expenditures Charged to Capital Account during the Year.

1. Main line, extension or alteration of road,	\$47,678 30
2. Branches, extension or alteration of road, specifying each, .	None.
3. Double track extension,	None.
4. Land,	4,529 99
5. Passenger and freight stations, wood-sheds and water stations,	} 7,300 00
6. Engine-houses, car-sheds, and turn-tables,	
7. New locomotives and snow-plows,	70,000 00
8. New passenger cars,	8,000 00
9. New mail and baggage cars,	None.
10. New freight cars,	19,375 00
11. Machine-shops, machinery and tools,	None.
12. Purchase of other roads, specifying what,	None.
13. Subscriptions or loans to other roads, specifying what, .	None.
14. Any other expenditures charged to capital account [dis- count on bonds],	33,383 63
15. TOTAL,	190,266 92

Expenditures on Operating Account for the Year.

MAINTENANCE OF WAY AND BUILDINGS.

1. Repairs of road, exclusive of bridges and new rails,† . .	\$49,384 89
2. New iron rails, deducting old rails sold (number of miles, , weight per yard,),†	16,275 40
3. Steel rails (number of miles , weight per yard),	None.
4. Repairs of bridges,	4,012 94
5. Repairs of buildings and fixtures,	11,454 53
6. Repairs of fences, road crossings and signs,	2,238 72
7. Removing ice and snow,	None.
8. Other expenses,	-
9. Total for maintenance of way and buildings,	83,366 48
10. Per mile of road kept in repair,	840 12
11. Per mile of single track kept in repair, not including sidings, .	924 02
12. Of the above total there was expended for other than ordi- nary repairs,	-

TRAFFIC EXPENSES.

13. Repairs of locomotives and snow-plows,*	} 30,984 03
14. New locomotives and snow-plows,*	
15. Repairs of machine-shops and machinery,*	-
16. New machine-shops and machinery,*	-
17. Repairs of passenger, baggage and mail cars,*	} 18,089 56
18. New passenger, baggage and mail cars,*	
19. Repairs of freight and other cars,*	} 20,198 63
20. New freight and other cars,*	
21. Fuel—number of cords of wood, ; cost,†	} 74,057 26
22. Fuel—number of tons of coal, ; cost,†	
23. Oil and waste,†	9,345 29
24. Amount paid other corporations or individuals not operating railroads, for use of cars, and for repairs of same [bal- ance in freight earnings],	-
25. Salaries, wages and incidentals, chargeable to passenger department,	43,229 23
26. Salaries, wages and incidentals, chargeable to freight depart- ment,	61,836 94
27. Wages of switchmen, gate-keepers, signal-men, and watch- men, unless included above,	14,034 42
28. Gratuities and damages, passenger account,	1,500 48
29. Gratuities and damages, freight account,	2,932 42
30. Other expenditures,	-

* To include oil, fuel, clerks, watchmen, and incidentals about shops.

† For cars and engines.

‡ Including labor and materials in new sidings.

31. Total of traffic expenses,	\$276,208 26
32. Per mile of road operated,	2,772 06
33. Per mile of single track operated, not including sidings,	3,060 60

MISCELLANEOUS.

34. Amount paid other companies as rent for use of road, specifying each company and amount [See No. 5, under Net Income, &c.]	
35. Telegraph expenses,	1,907 94
36. United States taxes and stamps,	1,275 80
37. State taxes,	4,938 97
38. Local taxes,	1,926 39
39. Insurance, loss by fire, and damages paid for fires set by engines,	3,462 96
40. General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the foregoing items,	10,530 27
41. Total miscellaneous,	24,042 33
42. TOTAL EXPENDITURES FOR OPERATING THE ROAD,	383,617 07
43. Per mile of the road operated,	3,864 42
44. Per mile of single track operated, not including sidings,	4,250 93
45. Per train mile,	86 84-100
46. Proportion for Massachusetts,	All.
47. Percentage of expenditures to income,	66 552-1,000

Revenue for the Year.

1. Receipts from local passengers on roads operated by this company,	} \$240,201 85
2. Receipts from passengers from and to other roads over roads operated by this company,	
3. Receipts from passengers over other roads as tolls, or for use of cars of this company,	
4. Receipts from local freight on roads operated by this company,	} 322,061 72
5. Receipts from freight from and to other roads over roads operated by this company,	
6. Receipts from freight over other roads as tolls, or for use of cars of this company,	-
7. Receipts for express,	5,311 25
8. Receipts for mails,	5,065 67
9. Receipts as rents for use of road and equipment, when leased,	-
10. Receipts as rents for use of property other than above,	3,772 13
11. Total earnings,	576,412 62
12. Per mile of road operated,	5,880 09
13. Per mile of road operated,—computed as single track, not including sidings,	6,387 33
14. Per train mile,	-
15. Proportion for Massachusetts,	-
16. Income from other roads,	-
17. Income from all other sources,	-
18. TOTAL INCOME,	576,412 62
19. Percentage of income to capital stock and debt,	26 667-1,000
20. Percentage of income to total means applied to construction, equipment, &c.,	25 966-1,000

Net Income, Dividends, &c.

1. Total net income above operating expenses,	\$192,795 55
2. Percentage of net income to capital stock and debt,	-
3. Percentage of net income to total means applied to construction, equipment, &c.,	-
4. Paid for interest [coupon, \$66,322.15; int. on floating debt, \$9,437.37],	75,759 52

5. Paid in dividends 6 per cent. for the year [guaranteed stock],	\$3,600 00
[Rent M. and Framingham R. R.], }	39,188 70
[Rent F. and Lowell R. R.], }	20,080 35
6. Paid to sinking funds,	54,130 98
7. Balance for the year or surplus,	43,049 05
8. Surplus at commencement of the year,	97,180 03
9. Total surplus,	
10. Invested as follows:—	
Cash and loans,	—
Balance of accounts due from other roads,	—
Other uncollected accounts,	—
Materials for repairs,	—
Fuel and stores,	—
Any other items,	—

General Balance Sheet at last Closing of Accounts.

DR.

Cost of road,	\$1,314,412 27
Real estate outside location,	115,916 07
Rolling stock,	634,795 27
Machinery and tools,	11,256 70
	<hr/>
	\$2,076,380 31

Assets.

Mansfield and Framingham R. R. stock,	\$75,000 00
Boston, Clinton and Fitchburg R. R. stock,	10,000 00
Amount due from other roads,	48,973 87
Fuel,	30,250 00
Iron and sleepers,	24,625 00
Cash,	17,137 26
	<hr/>
	205,986 13
	<hr/>
	\$2,282,366 44

CR.

By Capital Stock,—

1,794 shares com. stock,	\$179,400 00
6,332 shares pref. stock,	633,200 00
600 shares guar. stock,	60,000 00
	<hr/>
	\$872,600 00

Bonded Debt.

Mortgage bonds, due 1884, 6s.,	\$400,000 00
Mortgage bonds, due 1889, 7s.,	248,000 00
Mortgage bonds, due 1890, 7s.,	252,000 00
Equipment notes, due 1881, 8s.,	100,000 00
Equipment notes, due 1882, 8s.,	250,000 00
	<hr/>
	\$1,250,000 00
Due other roads, balances,	62,562 41
Unpaid dividends,	24 00
Surplus,	97,180 03
	<hr/>
	\$2,282,366 44

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCON- DUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . .	—	—	—	—	—	—
Employés, . . .	2	—	3	—	5	—
Others, . . .	—	—	—	1	—	1

Statement of each Accident.

January 1, 1872.—Patrick Cronan, employé, while coupling cars in the yard at Fitchburg, was fatally injured.

February 17.—James Shannon, employé, while coupling cars at Bolton, had his hand caught between the deadwoods, and so badly injured that he died from the effects.

February 17.—Frank E. Gerry, at Sudbury Station, in attempting to cross the track before cars which were moving slowly, tripped and fell, one wheel passing over right leg.

February 21.—Charles Nye, brakeman on freight, while shackling cars at South Framingham, had his head pinched between the deadwoods, and fell between the rails with right leg on the rail, wheel struck it, breaking the bones. He died March 6, in consequence of above injuries.

July 10.—Wm. Henry Davis, employé, was fatally injured, while shackling cars in freight yard, pinched by deadwoods.

August 30.—Charles Remick, fireman, was fatally injured by being caught between cab and tender of engine, in collision of two engines.

Name and Residence of Officers.

Lyman Nichols, *President*, Boston. H. A. Blood, *Superintendent*, Fitchburg. S. W. Huntley, *Treasurer*, Fitchburg. *Directors.*—Lyman Nichols, Boston; Nathaniel Thayer, Boston; Cyrus Gale, Northboro'; E. A. Harris, Clinton; Wm. D. Peck, Sterling; J. H. Lockey, Leominster; Harrison Bliss, Worcester; George A. Torrey, Fitchburg; Francis B. Fay, South Lancaster; George E. Towne, Fitchburg; H. A. Blood, Fitchburg.

Proper Address for the Company.

BOSTON, CLINTON AND FITCHBURG RAILROAD CO., FITCHBURG, MASS.

LYMAN NICHOLS,
GEO. E. TOWNE,
HARRISON BLISS,
H. A. BLOOD,
GEO. A. TORREY,
WM. D. PECK,
FRANCIS B. FAY,
E. A. HARRIS,
JOHN H. LOCKEY,
N. THAYER,

Directors of the Boston, Clinton and Fitchburg Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. November 27, 1872. Then personally appeared Nathaniel Thayer, and made oath that the foregoing statement by him subscribed was true, according to his best knowledge and belief.

GEO. E. TOWNE, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. November 26, 1872. Then personally appeared Lyman Nichols, Geo. E. Towne, Harrison Bliss, H. A. Blood, Geo. A. Torrey, Wm. D. Peck, E. A. Harris and John H. Lockey, and severally made oath to the truth of the foregoing statement by them subscribed. Also Francis B. Fay, and affirmed to the truth of the foregoing statement, by him subscribed.

S. W. HUNTLEY, *Justice of the Peace.*

REPORT

OF THE

TRUSTEES OF THE BOSTON, HARTFORD & ERIE RAILROAD,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts.

1. Capital stock authorized by charter,
2. Capital stock authorized by votes of company,
3. Capital stock paid in (number of shares,),
4. Capital stock issued,
5. Capital stock paid in per mile of road owned
by company,
6. Capital stock paid in, proportion for Massachu-
setts,
7. Par value of shares,
8. Funded debt as follows:—
 - 1st mortgage bonds, due rate of
interest,
 - 2d mortgage bonds, due rate of
interest,
 - 3d mortgage bonds, due rate of
interest,
9. Total amount of funded debt,
10. Unfunded debt, incurred for construction, equip-
ment or purchase of property,
11. Debt incurred for any other purpose, and for
what
12. Total amount of debt,
13. Proportion of debt for Massachusetts,
14. Proportion of debt per mile of road,
15. Total cash realized from capital and debt,
16. Total amount of income which has been exp-
ended (in addition to funds derived from
capital and debts) in construction, equip-
ment and purchase of property,
17. TOTAL MEANS APPLIED TO CONSTRUCTION,
EQUIPMENT AND PURCHASE OF PROPERTY,
18. Proportion of above for Massachusetts,
19. Number of stockholders,
20. Amount of stock held in Massachusetts,
21. Number of stockholders in Massachusetts,

Not known to the Trus-
tees.

Cost of Road, Equipment and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY
COMPANY.

1. Grading and masonry
2. Bridging,
3. Superstructure, including rails,
4. Land, land damages and fences,
5. Passenger and freight stations, wood-sheds and
water stations,
6. Engine-houses, car-sheds and turn-tables,
7. Interest paid during construction, discount, &c.,

The cost of the Road to the bondholders is represented by the amount of their bonds, \$20,000,000, and about \$2,500,000 of underlying bonds in all about \$22,500,000 on the property between Boston and the Hudson River.

8. Engineering, agencies, salaries and other expenses during construction,
9. *Total expended for construction*,
10. Average cost of construction per mile of road built by company,
11. Same per mile of single track built by company, not including sidings,
12. Proportion of cost of construction for Massachusetts,

EQUIPMENT.

13. Locomotives and snow-plows,
14. Passenger, mail and baggage cars,
15. Freight and other cars,
16. Machine-shops, machinery and tools,
17. *Total for equipment*,
18. Average cost of equipment *per mile of road operated* by company,
19. Proportion for Massachusetts,

PROPERTY PURCHASED.

20. branch, original cost,
21. Stock of road, shares,
22. Bonds of road, nominal amount,
23. Steamboat nominal amount,
24. Lands in not necessary for operation of road,
25. Other property purchased,
26. *Total property purchased*,
27. Property in Massachusetts (including proportion of equipment),
28. WHOLE AMOUNT OF PERMANENT INVESTMENTS,
29. Proportion for Massachusetts,
30. Amount of sinking and contingent funds,

The cost of the Road to the bondholders is represented by the amount of their bonds, \$20,000,000, and about \$2,500,000 of underlying bonds in all about \$22,500,000, on the property between Boston and the Hudson River.

Description of Road.

- | | |
|--------------------------------------------------------------------------------------------------------|---------------|
| 1. Length of main line of road from Boston to Wilmantic, | 85 3-4 miles. |
| Length of main line of road in Massachusetts, | 51 1-2 miles. |
| In other States, specifying each [Connecticut], | 34 1-4 miles. |
| 2. Length of [main] line with track laid, if road is not completed, | 85 3-4 miles. |
| 3. Length of double track on main line, | 12 1-2 miles. |
| 4. Branches owned by company. Name and description of each single or double track, ; length, | |
| [Southbridge Branch, length], | 17 1-2 miles. |
| [Woonsocket Division, length], | 33 3-4 miles. |
| [Dedham Branch, length], | 2 miles. |
| 5. Total length of branches owned by company, | 53 1-4 miles. |
| 6. Total length of branches owned by company in Massachusetts, | 45 miles. |
| 7. Total length of branches owned by company in In other States, specifying each, | |
| [Connecticut], | 7 1-4 miles. |
| [Rhode Island], | 1 mile. |
| 8. Length of double track on branches, | - |

9. Total length of road belonging to Trustees,*	139 miles.
10. Aggregate length of sidings and other tracks not above enumerated,	18,054 miles.
11. Same in Massachusetts,	14,107 miles.
12. Aggregate length of tracks belonging to this company, computed as single track,	169,554 miles.
13. Same in Massachusetts,	123,107 miles.
14. Total length of steel rails in tracks belonging to this company,	-
[Weights per yard,	-]
15. Total length of steel-top rails in tracks belonging to this company,	-
[Weights per yard,	-]
16. Miles of telegraph on line of road,	112 1-2
17. Miles of telegraph owned by this company,	-
18. Number of telegraph offices in company's stations,	13
19. Number of telegraph stations operated by this company,	-
20. Number of telegraph stations operated jointly by railroad and telegraph company,	5
21. Number of spans of bridges of 25 feet and upwards,	48
22. Number of iron bridges (aggregate length, 241 feet),	4
23. Number of wooden bridges (aggregate length, 7,072 feet),	64

24. BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	Kind.	Material.	Length.	When built.
Blackstone.	Arch.	Stone.	315 feet.	†
Blackstone.	Lattice.	Wood.	120 feet.	Sept. 1872
Walpole.	Lattice.	Wood.	40 feet.	Aug. 1872.

25. Number of crossings of highways at grade,	101
26. Number of crossings of highways over railroad,	55
27. Number of crossings of highways under railroad,	25
28. Number of highway bridges 18 feet above track,	6
29. Number of highway bridges less than 18 feet above track,	49
30. Number of crossings at which gates or flagmen are maintained,	17
31. Number of crossings at which there are neither gates nor flagmen,	84
32. Number of railroad crossings at grade [Medfield and Walpole],	2
33. Number of railroad crossings over other railroads [B. & P. and P. & W.],	3
34. Number of railroad crossings under other railroads,	1

* Not including the Hartford, Providence and Fishkill Division from Providence, R. I., to Waterbury, Conn., 122 miles, which belongs to the Berdell bondholders, subject to the H. P. & F. Co.'s mortgage, and is operated by the Trustees of that mortgage, who report directly to the Connecticut Commissioners. The total length of finished lines and branches owned by the Trustees of the B. H. & E. R. R. Co. is therefore 261 miles.

† Commenced years ago, and completed in 1872.

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

35. Name, description and length of each,	-	-
[Norwich & Worcester to Allyn's Point],*	66 4-10 miles.	-
36. Total length of above roads,	66 4-10 miles.	-
37. Total length of above roads in Massachusetts,	17 4-10 miles.	-
38. Total length of above roads in other States, specifying each,	-	-
[In Connecticut],	49 miles.	-
39. Total miles of road operated by the Trustees,†	205 4-10 miles.	-
40. Total miles of road operated by the Trustees in Massachusetts,	113 4-10 miles.	-
41. Number of stations on all roads operated by the Trustees,		82
42. Same in Massachusetts,		59
Rolling Stock.‡		
	Total Number.	Per mile of Road operated.
1. Locomotives (average weight of engines in working order, 27 tons),	28	.20
2. Tenders (average weight of tenders full of fuel and water, 16 tons),	28	
[Average joint weight of engines and tenders, 43 tons,]		
3. Snow-plows (average weight,)	None except portable ones.	
4. Passenger cars (average weight, 18½ tons),	36	.25
5. Mail and baggage cars (average weight, 16 tons),	15	.10
6. 8-wheel box freight cars (av'ge weight, 8½ tons),	114	
7. 4-wheel box freight cars (av'ge weight, 4½ tons),	12	
8. 8-wheel platform cars (av'ge weight, 7½ tons),	156	
9. 4-wheel platform cars (average weight,)		None.
10. Other cars (coal, gravel, &c.),	125	
11. Total freight cars, including coal, &c., on a basis of 8 wheels,	339 1-2	2.44
12. Number of locomotives equipped with train brakes,		None.
(Kind of brake,)	-	-
13. Number of cars equipped with train brakes,		None.
(Kind of brake,)	-	-
14. Number of passenger cars in proportion to passengers carried one mile,		1 to 444,529
Mileage, Traffic, &c.		
1. Miles run by passenger trains,		349,863
2. Rate of speed of express passenger trains, including stops,	26 miles per hour.	
3. Rate of speed of accommodation trains, including stops,	21 miles per hour.	
4. Miles run by freight trains,		165,603
5. Rate of speed of freight trains, including stops,	10 miles per hour.	
6. Miles run by other trains, and for what purposes [milk, gravel and construction],		28,126
7. Total train miles run,		543,592
8. Number of through passengers (whole length of road) [main line],		35,471
9. Number of local passengers (over part of road) [main line],		1,636,221
10. Total number of passengers carried [main line],		1,671,692
11. Total passenger mileage, or passengers carried one mile [main line],		16,003,065

* Norwich & Worcester R. R. Co. report to the Commissioners separately.

† Including N. & W. R. R.

‡ Exclusive of the N. & W. and H. P. & F. Divisions, reported separately to the Commissioners. Our figures pertain to 139 miles of road.

12. Passenger mileage to and from other roads [main line],	5,355,968
13. Number of tons carried,	345,662
14. Total freight mileage, or tons carried one mile,	9,454,389
15. Freight mileage to and from other roads,	5,749,647
16. Average rate of fare per mile (not including season tickets) received from passengers on roads occupied by this company [main line],	2 58-100 cts.
17. Average rate of fare per mile received from passengers to and from other roads,* . . . . .	.
[Woonsocket Division],	2 17-100 cts.
[Main line],	2 72-100 cts.
18. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket,	
[Woonsocket Division], . . . . .	.86 cts.
[Main line],	1 3-100 cts.
Average rate of fare per mile for <i>all</i> passengers, [Woonsocket],	2 17-100 cts.
[Main line],	2 14-100 cts.
19. Average rate of freight per ton per mile on roads operated by this company,	5.7 cts.
20. Average rate of freight per ton per mile to and from other roads,*	3 cts.
21. Average number of cars in passenger trains, including baggage cars,	5
22. Average number of cars in freight trains (basis of 8 wheels),	16
23. Average weight of passenger trains, including locomotive and tender, in working order,	135 1-2 tons.
24. Average weight of freight trains, including locomotive and tender, in working order,	175 tons.
25. Number of persons regularly employed by company, including officials,	625

Classification of Business.

PASSENGERS.

1. Passengers coming from other States,†	59,963
2. Passengers going to other States,†	59,270
3. Passengers travelling only within this State,	1,538,974
4. Total season-ticket passengers (round trip),	329,515
5. Passengers to Boston (including season) [main line],‡§	452,941
6. Passengers from Boston (including season) [main line],‡§	461,530
7. Season-ticket passengers to and from Boston (one round trip daily),‡§	213,245

* After deducting all allowances for tolls, or use of cars, &c.

† Apply only to roads crossing the State line.

‡ Exclusive of Woonsocket Division, over which there are carried to Boston by Boston & Albany trains from Brookline, 281,397 passengers. From Boston, 209,350; and to and from Boston, one round trip daily, 98,794.

§ Apply only to the roads terminating in Boston.

FREIGHT, IN TONS.

	Brought from other States.	Carried to other States.	Carried within this State only.	Taken from Boston.*	Carried to Boston.*
1. Anthracite coal, . . .	31,224	2,000	31,533	26,546	—
2. Bituminous coal, . . .	2,199	10	5,364	5,266	—
3. Petroleum, . . .	—	—	4,605	105	4,500
4. Railroad iron, including steel and steel-capped rails, . . .	1,599	—	5,509	3,009	—
5. Castings and other iron, . . .	7,308	2,969	19,343	19,996	7,546
6. Other metals, . . .	1,533	1,400	1,728	2,006	1,260
7. Iron and other ores, . . .	—	—	4,500	4,200	150
8. Stone and brick, . . .	19,623	8,662	24,846	14,307	500
9. Lime, cement and sand, . . .	1,584	1,250	27,008	8,381	19,500
10. Lumber, . . .	8,044	4,866	28,702	19,296	7,658
11. Ice, . . .	—	—	103	—	—
12. Live stock, . . .	183	187	199	139	102
13. Dressed carcasses, smoked and salted meats, . . .	450	441	744	586	172
14. Flour, . . .	367	541	6,558	3,631	156
15. Grain, . . .	1,695	1,118	17,416	1,758	500
16. Other agricultural products, . . .	462	654	1,612	1,078	573
17. Manufactures not included above,† . . .	4,524	5,625	6,116	966	6,374
18. Merchandise,† . . .	7,399	10,373	11,930	13,714	6,696
19. Other articles, . . .	7,022	5,401	7,133	4,889	4,369
20. Total tons carried, . . .	95,216	45,497	204,949	129,853	60,056

Expenditures Charged to Capital Account during the Year.

1. Main line, extension or alteration of road, [Finished by Receivers from Putnam to Willimantic. The Trustees expended on same], . . .	\$1,743 25
2. Branches, extension or alteration of road, specifying each, . . .	—
3. Double track extension, . . .	—
4. Land, . . .	5,592 38
5. Passenger and freight stations, wood-sheds and water stations, . . .	487 84
6. Engine-houses, car-sheds and turn-tables, . . .	268 99
7. New locomotives and snow-plows, . . .	74,387 07
8. New passenger cars, . . .	17,900 00
9. New mail and baggage cars, . . .	—
10. New freight cars, . . .	—
11. Machine-shops, machinery and tools, . . .	1,227 05
12. Purchase of other roads, specifying what, . . .	—
13. Subscriptions or loans to other roads, specifying what, . . .	—
14. Any other expenditures charged to capital account, . . .	—
[Completion of Blackstone bridge, fencing, &c.], . . .	23,449 69
[Renewal of Dedham Branch], . . .	11,910 41
15. TOTAL, . . .	136,966 68

Expenditures on Operating Account for the Year.

MAINTENANCE OF WAY AND BUILDINGS. . .	
1. Repairs of road, exclusive of bridges and new rails,† . . .	69,810 85
2. New iron rails, deducting old rails sold (number of miles, , 896 tons; weight per yard 56 lbs.),† . . .	73,199 82
3. Steel rails (number of miles , weight per yard), . . .	—
4. Repairs of bridges, . . .	22,183 26
5. Repairs of buildings and fixtures, . . .	5,977 21

* Apply only to the roads terminating in Boston.

† Manufactured articles starting from the place of manufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depot for sale, they become a part of the general merchandise of the place, and on any second transit are to be reckoned under the second head.

‡ Including labor and materials in new sidings.

6. Repairs of fences, road crossings and signs,	\$1,858 42
7. Removing ice and snow,	4 00
8. Other expenses,	-
9. <i>Total for maintenance of way and buildings,</i>	173,033 56
10. Per mile of road kept in repair,	1,545 00
11. Per mile of single track kept in repair, not including sidings,	1,263 00
12. Of the above total there was expended for other than ordinary repairs,	-

TRAFFIC EXPENSES.

13. Repairs of locomotives and snow-plows,†	32,172 41
14. New locomotives and snow-plows,†	-
15. Repairs of machine-shops and machinery,†	1,434 25
16. New machine-shops and machinery,†	-
17. Repairs of passenger, baggage and mail cars,†	31,048 37
18. New passenger, baggage and mail cars,†	-
19. Repairs of freight and other cars,†	32,508 87
20. New freight and other cars,†	-
21. Fuel—number of cords of wood, 238½; cost,†	1,192 50
22. Fuel—number of tons of coal, 11,810; cost,†	93,791 31
23. Oil and waste,†	6,540 05
24. Amount paid other corporations or individuals not operating railroads, for use of cars, and for repairs of same,	-
25. Salaries, wages and incidentals, chargeable to passenger department,	80,708 12
26. Salaries, wages and incidentals, chargeable to freight department,	85,925 33
27. Wages of switchmen, gate-keepers, signal-men, and watchmen, unless included above,	21,208 94
28. Gratuities and damages, passenger account,	1,516 23
29. Gratuities and damages, freight account,	2,498 11
30. Other expenditures,	20,966 76
31. <i>Total of traffic expenses,</i>	411,511 25
32. Per mile of road operated,	3,674 00
33. Per mile of single track operated, not including sidings,	3,003 00

MISCELLANEOUS.

34. Amount paid other companies as rent for use of road, specifying each company and amount,	-
35. Telegraph expenses,	-
36. United States taxes and stamps,	-
37. State taxes,	} \$6,840 14
38. Local taxes,	
39. Insurance, loss by fire, and damages paid for fires set by engines,	9,373 31
40. General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the foregoing items,	36,696 20
41. <i>Total miscellaneous,</i>	52,909 65
42. <i>TOTAL EXPENDITURES FOR OPERATING THE ROAD,</i>	637,454 46
43. Per mile of the road operated,	5,691 00
44. Per mile of single track operated, not including sidings,	4,653 00
45. Per train mile,	1 17
46. Proportion for Massachusetts,	1 17
47. Percentage of expenditures to income,	75½ per cent.

Revenue for the Year.

1. Receipts from local passengers on roads operated by this company, [the Trustees],	\$278,676 49
2. Receipts from passengers from and to other roads over roads operated by this company, [the Trustees],	65,214 10

† To include oil, fuel, clerks, watchmen, and incidentals about shops.

‡ For cars and engines.

3. Receipts from passengers over other roads as tolls, or for use of cars of this company, [the Trustees],	-
4. Receipts from local freight on roads operated by this company, [the Trustees],	\$403,839 52
5. Receipts from freight from and to other roads over roads operated by this company, [the Trustees],*	
6. Receipts from freight over other roads as tolls, or for use of cars of this company, [the Trustees],	
7. Receipts for express	76,865 13
8. Receipts for mails,	6,209 35
9. Receipts as rents for use of road and equipment, when leased,	4,500 00
10. Receipts as rents for use of property other than above,	6,087 15
11. Total earnings,	841,391 74
12. Per mile of road operated, [112 miles, not including Willimantic Division, not operated until August 19],	7,508 92
13. Per mile of road operated,—computed as single track, not including sidings,	6,138 00
14. Per train mile,	1.54
15. Proportion for Massachusetts,	-
16. Income from other roads,	-
17. Income from all other sources,	-
18. TOTAL INCOME,	841,391 74
19. Percentage of income to capital stock and debt,	-
20. Percentage of income to total means applied to construction, equipment, &c.,	-

Net Income, Dividends, &c.

1. Total net income above operating expenses,	\$203,937 28
2. Percentage of net income to capital stock and debt,	-
3. Percentage of net income to total means applied to construction, equipment, &c.,	-
4. Paid for interest,	11,050 00
5. Paid in dividends per cent. for the year,	-
6. Paid to sinking funds,	-
7. Balance for the year or surplus,	-
8. Surplus at commencement of the year,	74,112 23
9. Total surplus,	-
10. Invested as follows:—†	
Cash,	20,984 76
Balance of accounts due from other roads [and stations],	18,831 90
Other uncollected accounts,	-
Materials for repairs,	-
Fuel and stores,	-
Any other items,	-

General Balance Sheet at last Closing of Accounts.

DR.

Operating and other expenses, since Oct. 1, 1872,	\$17,319 01
Construction, year ending Oct 1, 1872,	26,649 77
Land damage, year ending Oct. 1, 1872,	2,238 07
Real estate, year ending Oct. 1, 1872,	3,354 31
Interest on receivers' certificates, given for construction of Willimantic Div.,	11,050 00
Rent of Boston Wharf,	13,000 00
Thomas Richardson on wharf account,	34,800 00

* Freight Statistics destroyed by fire.

† See Balance Sheet.

Trustees' compensation, counsel for examiner's services, and other expenses chargeable ratably to the trustees and assignees in bankruptcy in what proportion not at present ascertainable, . . .	\$34,856 47
Renewal of Dedham branch,	11,910 41
New equipment and increase of supplies,	98,284 83
Payments by order of court to secure possession and to pay sundry claims,	195,686 17
Norwich & Worcester R. R., on lease acc't,	12,666 93
Cash on hand,	20,984 76
Balances due from connecting roads and stations net to Oct. 1, . . .	18,831 90
	<hr/> \$501,932 63

CR.

Operating department and receivers; surplus last year, . . .	\$74,112 23
Trustees' certificates, for contribution from bond-holders, . . .	172,725 00
Income acc't, net earnings 1871-2, year ending Oct. 1, '72, . . .	203,937 28
" receipts in October, 1872,	51,158 12
	<hr/> \$501,932 63

BOSTON, Nov. 1, 1872.

E. E.

H. C. LUCE, Clerk.

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . .	—	—	—	3	—	3
Employés, . . .	—	1	8	8	8	9
Others, . . .	—	—	—	—	—	—

Statement of each Accident.

October 13, 1871.—Joseph Prouty, freight brakeman, struck a bridge near Blackstone and was slightly injured.

November 4.—Miss R. H. P. Boles stepped backwards off the platform at Hyde Park and strained her ankle badly.

November 13.—Peter Connell, one of a number of small Irish boys who were playing about the cars at South Boston, was run over and killed instantly.

December 6.—William Ford, freight brakeman, was struck by a bridge, near Webster, and died in consequence in a few hours.

December 11.—Miss Nellie M. Waters got slightly injured in consequence of jumping from a train when in motion, at Ellis' Station:

December 14.—J. O'Brien got his arm jammed when coupling cars at South-bridge.

February 20.—Wm. Hunt, of South Boston, was struck by a bridge-post near Mattapan while hanging over by the side of a car; injury not serious.

March 11.—L. A. Watson got his arm badly injured while coupling cars in Boston yard.

March 26.—C. Hersey jumped from a passenger car after the train had started from Mattapan, and broke his arm.

April 9.—Wm. Hatch, freight brakeman, fell from a car he was brakeing in consequence of the brake head coming off, and strained his ankle badly.

May 1.—Lewis Roberts fell between two dump cars at Southbridge when the train was in motion and was killed.

May 9.—Horace Jones fell between two dump cars at South Boston when the train was in motion and was killed.

May 10.—Dennis Mahoney stepped in between cars at South Boston to couple them, unbeknown to the engineer and train men, was caught between the bunters and badly jammed. He was intoxicated.

May 15.—Patrick Nevin fell in an attempt to jump on a train after it had started in Boston yard, and got his foot so badly crushed that it had to be amputated.

June 22. Two boys, one about 8 years old and the other about 13, the former named Frank Haynes and the latter Eddie Fleming, jumped from a passenger car near Hyde Park station, when the train was in rapid motion. Frank Haynes was so badly injured that he died the next day, and the other boy was badly bruised. They were stealing a ride from Hyde Park.

July 3.—Jack Smith fell between freight cars near Walpole when the train was in motion and was so badly injured that he died shortly thereafter.

July 6.—Jerry O'Neil, a boy of about 12 years, in attempting to get on to a train at South Boston, after it had started, fell, was run over, and died in consequence in about a week.

July 8.—William Mahan, employé at Webster, while running on the track in front of a locomotive that he was tending switch for, fell, was run over, and died the next day.

September 14.—Edward Watkins, freight brakeman, got his fingers jammed, but not very badly, while coupling cars at Winslow Station.

Remarks.

The characteristics of the road and the income and traffic items are not given as applying to the whole road covered by the mortgage represented by the trustees, and this report does not include those pertaining to the Hartford, Providence & Fishkill road, nor the Norwich & Worcester Railroad.

The B. H. & E. R. R. comprises the whole line from Boston, and from Providence to Waterbury, Conn., the incomplete line thence to Fishkill, the road from Brookline to Woonsocket, and from East Thompson to Southbridge.

The H. P. & F. portion of the road is not operated by the subscribing trustees, but by trustees of the underlying mortgage who report to the Connecticut Commissioners direct. The Norwich & Worcester R. R. is operated by the trustees under a lease to the B. H. & E. R. R., but its operations are operated independently by the officers of that division. The B. H. & E. R. R. corporation is in bankruptcy, and its road is in possession of its creditors; therefore the items of cost to its present owners, its capital stock and debts, which are yet to be ascertained, cannot be given in this report.

Name and Residence of Officers.

Trustees.—Geo. Talbot Olyphant, New York City; Wm. T. Hart, Boston, Mass.; Charles P. Clark, Newton, Mass. *General Superintendent.*—W. M. Parker, Boston, Mass. *Supt. Woonsocket Division.*—E. H. Tucker, Needham, Mass. *Supt. Norwich & Worcester Division.*—P. St. M. Andrews, Norwich, Conn. *Cashier.*—H. A. G. Pomeroy, Boston, Mass. *General Freight Agent.*—Charles Walker, Boston, Mass. *General Ticket Agent.*—A. C. Kendall, Boston, Mass.

Proper Address for the Company.

TRUSTEES BOSTON HARTFORD & ERIE RAILROAD,

40 STATE STREET, ROOM 22, BOSTON, MASS.

(P. O. Box 5143.)

WM. T. HART,

CHARLES P. CLARK,

*Trustees of the mortgage made by the Boston, Hartford & Erie Railroad Company to
Berdell and others, March 19, 1866.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, December 4, 1872. Then personally appeared William T. Hart and Charles P. Clark, two of the trustees in possession of the Boston, Hartford & Erie Railroad, and severally made oath to the truth of the foregoing statement by them subscribed, according to the best of their knowledge and belief.

Before me,

ROBERT R. BISHOP, *Justice of the Peace.*

REPORT

OF THE

BOSTON AND LOWELL RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts.	
1. Capital stock authorized by charter,	\$3,380,000 00
2. Capital stock authorized by votes of company,	3,008,000 00
3. Capital stock paid in (number of shares, 4,468),	2,234,000 00
4. Capital stock issued,	2,234,000 00
5. Capital stock paid in per mile of road owned by company,	79,785 71
6. Capital stock paid in, proportion for Massachusetts,	2,234,000 00
7. Par value of shares,	500 00
8. Funded debt as follows:—	
Bonds, due July 1, 1873, rate of interest 6 per cent.,	\$36,000 00
Bonds, due October 1, 1879, rate of interest 6 per cent.,	200,000 00
Bonds, due April 1, 1892, rate of interest 7 per cent.,	686,500 00
9. Total amount of funded debt,	922,500 00
10. Unfunded debt [including instalments paid on new stock amounting to \$618,900], incurred for construction, equipment or purchase of property,*	1,466,227 91
11. Debt incurred for any other purpose, and for what,	—
12. Total amount of debt,†	2,388,727 91
13. Proportion of debt for Massachusetts,	2,388,727 91
14. Proportion of debt per mile of road,	58,908 21
15. Total cash realized from capital and debt,	4,663,917 91
16. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property,	—
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,	4,622,727 91
18. Proportion of above for Massachusetts,	All.
19. Number of stockholders,	893
20. Amount of stock held in Massachusetts,	1,934,500 00
21. Number of stockholders in Massachusetts,	741

Cost of Road, Equipment and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.

1. Grading and masonry,	\$453,117 14
2. Bridging,	119,557 16
3. Superstructure, including rails,	367,824 62
4. Land, land damages and fences,	560,047 46
5. Passenger and freight stations, wood-sheds and water stations,	922,049 31

* Amount as per general balance, \$1,467,423.74. [Com.]

† Amount as per general balance, \$2,389,923.74. [Com.]

6. Engine-houses, car-sheds and turn-tables [included in No. 5],	-	-
7. Interest paid during construction, discount, &c.	-	-
8. Engineering, agencies, salaries and other expenses during construction,	\$47,359 07	
9. <i>Total expended for construction,</i>		\$2,469,954 76
10. Average cost of construction per mile of road built by company,		88,212 67
11. Same per mile of single track built by company, not including sidings,	-	-
12. Proportion of cost of construction for Massachusetts,		2,469,954 76
EQUIPMENT.		
13. Locomotives and snow-plows,	114,513 86	
14. Passenger, mail and baggage cars,	65,427 25	
15. Freight and other cars,	72,404 25	
16. Machine-shops, machinery and tools,	-	-
17. <i>Total for equipment,</i>		252,345 36
18. Average cost of equipment <i>per mile of road operated</i> by company,		3,235 19
19. Proportion for Massachusetts,		All.
PROPERTY PURCHASED.		
20. Lexington & Arlington branch, original cost, \$263,707.75, purchased for	140,000 00	
Lexington & Arlington branch connection, original cost, , purchased for,	113,642 44	
Stoneham branch, original cost, \$87,992.45, purchased for	50,000 00	
Mystic River branch, original cost, , purchased for	112,431 18	
21. Stock of Lowell & Lawrence R. R., 1,657 shares, purchased for	240,693 00	
Stock of Salem & Lowell R. R., 1,628 shares, purchased for	104,005 00	
22. Real estate in Boston, Charlestown, Cambridge and Winchester, purchased for	1,081,952 50	
23. Steamboat , nominal amount , purchased for	-	-
24. Lands in not necessary for operation of road,	-	-
25. Other property purchased,	-	-
26. <i>Total property purchased,</i>		1,842,724 12
27. Property in Massachusetts (including proportion of equipment),		2,095,069 48
28. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		4,565,024 24
29. Proportion for Massachusetts,		All.
30. Amount of sinking and contingent funds,		587,893 42

Description of Road.

1. Length of main line of road from Boston to Lowell,	26 $\frac{3}{4}$ miles.
Length of main line of road in Massachusetts, [In other States, specifying each,],	All.
2. Length of line with track laid, if road is not completed,	-
3. Length of double track on main line,	26 $\frac{3}{4}$ miles.
4. Branches owned by company. Name and description of each single or double track—	
[Lexington & Arlington Branch], single, length,	9 $\frac{1}{4}$ miles.
[Stoneham Branch], " "	2 $\frac{1}{2}$ miles.
[Woburn Branch], " "	2 miles.
[Mystic Branch], " "	2 $\frac{1}{4}$ miles.

5. Total length of branches owned by company,	16 miles.
6. Total length of branches owned by company in Massachusetts,	16 miles.
7. Total length of branches owned by company in other States, specifying each,	-
8. Length of double track on branches,	None.
9. Total length of road belonging to this company,	42 $\frac{3}{4}$ miles.
10. Aggregate length of sidings and other tracks not above enumerated,	19 miles.
11. Same in Massachusetts,	19 miles.
12. Aggregate length of tracks belonging to this company, computed as single track,	88 $\frac{1}{2}$ miles.
13. Same in Massachusetts,	88 $\frac{1}{2}$ miles.
14. Total length of steel rails in tracks belonging to this company,	3 miles.
[Weights per yard, 60 lbs.]	
15. Total length of steel-top rails in tracks belonging to this company,	None.
[Weights per yard,	
16. Miles of telegraph on line of road,	37
17. Miles of telegraph owned by this company,	None.
18. Number of telegraph offices in company's stations,	8
19. Number of telegraph stations operated by this company,	None.
20. Number of telegraph stations operated jointly by railroad and telegraph company,	8
21. Number of spans of bridges of 25 feet and upwards,	10
22. Number of iron bridges (aggregate length,),	None.
23. Number of wooden bridges (aggregate length, 3,546 feet),	9

24. BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	Kind.	Material.	Length.	When Built.
Over Charles River, Boston,	Pile, (Widening of old bridge.)	Southern pine & oak piles,	1,680 feet,	1872.

25. Number of crossings of highways at grade,	50
26. Number of crossings of highways over railroad,	43
27. Number of crossings of highways under railroad,	5
28. Number of highway bridges 18 feet above track,	2
29. Number of highway bridges less than 18 feet above track,	41
30. Number of crossings at which gates or flagmen are maintained,	15
31. Number of crossings at which there are neither gates nor flagmen,	35
32. Number of railroad crossings at grade [Mystic Railroad],	3
33. Number of railroad crossings over other railroads,	1
34. Number of railroad crossings under other railroads,	None.

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

35. Name, description and length of each—

[Lowell & Lawrence R. R.] 13 miles.

[Salem & Lowell R. R.] 16 miles.

36. Total length of above roads, 29 miles.

37. Total length of above roads in Massachusetts, 29 miles.

38. Total length of above roads in other States, specifying each, —

39. Total miles of road operated by this company, 88½ miles.

40. Total miles of road operated by this company in Massachusetts, 88½ miles.

41. Number of stations on all roads operated by this company, 48

42. Same in Massachusetts, 48

Rolling Stock.

	Total number.	Per mile of road operated.
1. Locomotives (average weight of engines in working order, 52,650 lbs.),	37	.418
2. Tenders (average weight of tenders full of fuel and water, 40,000),		
(Average joint weight of engines and tenders, 92, 650),		
3. Snow-plows (average weight, 225 lbs.),	29	
4. Passenger cars (average weight, 32,300 lbs.),	46	.519
5. Mail and baggage cars (average weight, 29,000 lbs.),	20	.022
6. 8-wheel box freight cars (av. weight, 16,750 lbs.),	78	
7. 4-wheel box freight cars (av. weight, 9,550 lbs.),	256	
8. 8-wheel platform cars (av'ge w'ght, 15,475 lbs.),	92	
9. 4-wheel platform cars (av'ge weight, 5,300 lbs.),	206	
10. Other cars (coal, gravel, &c.),	308	
11. Total freight cars, including coal, &c., on a basis of 8 wheels,	940	10.621
12. Number of locomotives equipped with train brakes,		2
(Kind of brake, Smith's Vacuum).		
13. Number of cars equipped with train brakes,		15
(Kind of brake, same.)		
14. Number of passenger cars in proportion to passengers carried one mile,	1 to 555,808.	

Mileage, Traffic, &c.

1. Miles run by passenger trains,	387,649
2. Rate of speed of express passenger trains, including stops,	30 miles per hour.
3. Rate of speed of accommodation trains, including stops,	25 miles per hour.
4. Miles run by freight trains,	354,332
5. Rate of speed of freight trains, including stops,	10 miles per hour.
6. Miles run by other trains, and for what purposes,	Included above.
7. Total train miles run,	741,981
8. Number of through passengers (whole length of road),	416,979
9. Number of local passengers (over part of road),	1,530,709
10. Total number of passengers carried,	1,949,688
11. Total passenger mileage, or passengers carried one mile,	25,567,169
12. Passenger mileage to and from other roads,	4,948,453
13. Number of tons carried,	620,053
14. Total freight mileage, or tons carried one mile,	17,653,653
15. Freight mileage to and from other roads,	10,492,355
16. Average rate of fare per mile (not including season tickets) received from passengers on roads occupied by this company,	2.746 cts

17. Average rate of fare per mile received from passengers to and from other roads,*	1.97 cts.
18. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket,	.99 cts.
Average rate of fare per mile for <i>all</i> passengers,	1.902 cts.
19. Average rate of freight per ton per mile on roads operated by this company,	3.9
20. Average rate of freight per ton per mile to and from other roads,*	2.760.
21. Average number of cars in passenger trains, including baggage cars,	6
22. Average number of cars in freight trains (basis of 8 wheels),	30
23. Average weight of passenger trains, including locomotive and tender, in working order,	286,450 lbs.
24. Average weight of freight trains, including locomotive and tender, in working order,	494,225 lbs.
25. Number of persons regularly employed by company, including officials,	770

Classification of Business.

PASSENGERS.

1. Passengers coming from other States,†	115,148
2. Passengers going to other States,†	109,830
3. Passengers travelling only within this State,	1,724,710
4. Total season-ticket passengers (round trip),	310,338
5. Passengers to Boston (including season),‡	720,041
6. Passengers from Boston (including season),‡	717,661
7. Season-ticket passengers to and from Boston (one round trip daily),‡	275,012

FREIGHT, IN TONS.¶

	Brought from other States.	Carried to other States.	Carried within this State only.	Taken from Boston.‡	Carried to Boston.‡
1. Anthracite coal,	5.2	5,463.4	76,554.6	22,333.3	3.6
2. Bituminous coal,	4.7	1,243.9	12,941.3	6,260.5	-
3. Petroleum,	-	660	197.2	860.8	-
4. Railroad iron, including steel and steel-capped rails,	384	562.2	836.1	1,295.1	137
5. Castings and other iron,	1,728.9	10,401.4	9,096.5	17,030.8	1,397.8
6. Other metals,	19.3	1,927.2	350.7	2,152.2	191
7. Iron and other ores,	915	980.5	769	2.3	1,099.5
8. Stone and brick,	11,506.7	928.1	16,310.7	1,079.9	3,770.9
9. Lime, cement and sand,	816.7	1,154.5	7,611	5,023.4	117.2
10. Lumber,	39,877.9	1,513.5	11,594.4	6,300.9	2,819.7
11. Ice	-	-	55,048	-	55,048.2
12. Live stock,	9,013.5	497.4	321.2	479.9	1,075
13. Dressed carcasses, smoked and salted meats,	1,799.9	452	555.3	966.5	1,675.1
14. Flour,	8,169.7	576	2,467	2,426.9	6,263.8
15. Grain,	18,870.2	128.7	4,665.2	961.9	11,812.8
16. Other agricultural products,	32,264.6	1,168.3	3,923.9	2,958.3	25,258.7
17. Manufactures not included above,§	28,395.2	13,315.4	19,265	4,401.2	32,947.5
18. Merchandise,§	14,476.6	23,772.9	32,556.3	28,845.5	6,709.8
19. Other articles,	33,665.5	52,574.9	66,457	77,843.5	39,688.7
20. Total tons carried,	201,913.6	117,320.3	321,520.4	181,222.9	190,016.3

* After deducting all allowances for tolls, or use of cars, &c.

† Apply only to roads crossing the State line. ‡ Apply only to the roads terminating in Boston.

§ Manufactured articles starting from the place of manufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depot for sale, they become a part of the general merchandise of the place, and on any second transit are to be reckoned under the second head.

¶ The freight given above is 69 per cent. of the indivisible business of the Boston & Lowell and Nashua & Lowell Railroads. For the actual freight to and from Boston over the B. & L. R. R., to the amounts given above should be added those returned in same columns by the Nashua & Lowell R. R.

Expenditures Charged to Capital Account during the Year.

1. Main line, extension or alteration of road,	-
2. Branches, extension or alteration of road, specifying each, .	-
[Lexington & Arlington connection],†	\$44,937 00
[Mystic River road],‡	112,431 18
[Lowell & Lawrence stock],‡	28,750 00
[Salem & Lowell stock],‡	16,560 00
[Real estate],‡	614,857 55
3. Double track extension,	-
4. Land,	-
5. Passenger and freight stations, wood-sheds and water stations,	-
6. Engine-houses, car-sheds and turn-tables,	-
7. New locomotives and snow-plows,	21,712 10
8. New passenger cars,	31,222 50
9. New mail and baggage cars,	-
10. New freight cars,	16,065 40
11. Machine-shops, machinery and tools,	-
12. Purchase of other roads, specifying what,	-
13. Subscriptions or loans to other roads, specifying what,	-
14. Any other expenditures charged to capital account,	-
15. TOTAL,	886,535 73

Expenditures on Operating Account for the Year.

MAINTENANCE OF WAY AND BUILDINGS.

1. Repairs of road, exclusive of bridges and new rails,§	\$145,494 88
2. New iron rails, deducting old rails sold (number of miles, weight per yard, 60 lbs.),§	32,851 33
3. Steel rails (number of miles, 2, weight per yard, 60 lbs.),	13,478 79
4. Repairs of bridges,	38,118 67
5. Repairs of buildings and fixtures,	52,721 24
6. Repairs of fences, road crossings and signs, [incl'd in No. 5],	-
7. Removing ice and snow,	978 95
8. Other expenses,	-
9. Total for maintenance of way and buildings,	283,643 86
10. Per mile of road kept in repair,	3,298 13
11. Per mile of single track kept in repair, not including sidings,	2,532 66
12. Of the above total there was expended for other than ordinary repairs,	25,000 00

TRAFFIC EXPENSES.

13. Repairs of locomotives and snow-plows,*	\$53,643 65
14. New locomotives and snow-plows,*	Nothing.
15. Repairs of machine-shops and machinery* [incl'd in No. 5],	-
16. New machine-shops and machinery,*	-
17. Repairs of passenger, baggage and mail cars,*	29,734 43
18. New passenger, baggage and mail cars,*	8,970 00
19. Repairs of freight and other cars,*	34,418 55
20. New freight and other cars,*	13,800 00
21. Fuel—number of cords of wood, 9,654; cost,†	54,862 37
22. Fuel—number of tons of coal, 8,038; cost,†	65,132 27
[Fuel for sundry purposes];	5,087 48
23. Oil and waste,†	20,909 33
24. Amount paid other corporations or individuals not operating railroads, for use of cars, and for repairs of same [included above],	-
25. Salaries, wages and incidentals, chargeable to passenger department,	79,627 43

* To include oil, fuel, clerks, watchmen, and incidentals about shops.

† For cars and engines.

‡ Added by Commissioners, being sums expended during the year, as per general balance.

§ Including labor and materials in new sidings.

26. Salaries, wages and incidentals, chargeable to freight department,	\$178,910 18
27. Wages of switchmen, gate-keepers, signal-men, and watchmen, unless included above,	24,397 51
28. Gratuities and damages, passenger account,	20,700 00
29. Gratuities and damages, freight account,	4,839 52
30. Other expenditures,	7,640 00
31. <i>Total of traffic expenses,</i>	602,672 73
32. Per mile of road operated,	7,007 82
33. Per mile of single track operated, not including sidings,	5,381 00

MISCELLANEOUS.

[Sundry payments during the year chargeable to rents],	48,072 37
34. Amount paid other companies as rent for use of road, specifying each company and amount, [Salem & Lowell R. R., \$12,075; Lowell & Lawrence R. R., \$15,028.20; Stony Brook R. R., \$15,461.15.]	42,564 35
35. Telegraph expenses,	781 00
36. United States taxes and stamps,	4,404 24
37. State taxes,	15,601 25
38. Local taxes,	29,168 82
39. Insurance, loss by fire, and damages paid for fires set by engines,	4,683 84
40. General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the foregoing items,	21,360 93
41. <i>Total miscellaneous,</i>	166,636 80
42. TOTAL EXPENDITURES FOR OPERATING THE ROAD,	1,052,953 38
43. Per mile of the road operated,	11,748 71
44. Per mile of single track operated, not including sidings,	9,021 33
45. Per train mile,	1 36
46. Proportion for Massachusetts,	All.
47. Percentage of expenditures to income,	.77

Revenue for the Year.

1. Receipts from local passengers on roads operated by this company,	\$464,580 09
2. Receipts from passengers from and to other roads over roads operated by this company,	89,010 00
3. Receipts from passengers over other roads as tolls, or for use of cars of this company,	Nothing.
4. Receipts from local freight on roads operated by this company,	463,224 03
5. Receipts from freight from and to other roads over roads operated by this company,	249,228 00
6. Receipts from freight over other roads as tolls, or for use of cars of this company,	Nothing.
7. Receipts for express,	21,334 09
8. Receipts for mails,	6,593 46
9. Receipts as rents for use of road and equipment, when leased,	Nothing.
10. Receipts as rents for use of property other than above,	Nothing.
11. Total earnings,	1,293,969 67
12. Per mile of road operated,	15,046 16
13. Per mile of road operated,—computed as single track, not including sidings,	11,553 30
14. Per train mile,	1 74
15. Proportion for Massachusetts,	All.
15. Income from other roads,	} Incl'd above.
17. Income from all other sources,	
18. TOTAL INCOME,	1,293,969 67
19. Percentage of income to capital stock and debt,	—
20. Percentage of income to total means applied to construction, equipment, &c.,	—

Net Income, Dividends, &c.	
1. Total net income above operating expenses,	\$241,016 29
2. Percentage of net income to capital stock and debt,	—
3. Percentage of net income to total means applied to construction, equipment, &c.,	—
4. Paid for interest,	39,456 30
5. Paid in dividends 8 per cent. for the year,	*178,720 00
[Paid in dividends on scrip,]	10,980 00
6. Paid to sinking funds,	9,150 00
7. Balance for the year or surplus,	2,709 99
8. Surplus at commencement of the year,	303,210 04
[Deduct real estate investment, reported last year as surplus,]	79,366 47
<hr/>	
[Add surplus of this year,]	\$223,843 57
	2,709 98
<hr/>	
9. Total surplus,	\$226,553 55
10. Invested as follows:—	—
Cash and loans,	—
Balance of accounts due from other roads,	—
Other uncollected accounts,	—
Materials for repairs,	170,671 31
[Cash],	55,882 24
Fuel and stores,	—
Any other items,	—

General Balance Sheet at last Closing of Accounts.

DR.

Construction accounts,	\$2,469,954 76
Equipment accounts,	252,345 36
Cash,	169,941 96
Notes receivable,	83,200 00
East Cambridge flats,	74,123 85
Trustee of sinking fund,	487,094 01
Boston, Lowell & Nashua R. R.,	170,671 31
Suspense account,	9,968 41
Lexington & Arlington R. R.,	253,642 44
Stoneham branch "	50,000 00
Nashua & Lowell "	54,827 66
Improvements in Boston,	767,713 27
" in Winchester,	36,909 56
Mystic River Quay,	203,205 82
" " Railroad,	112,431 18
Trustees Lowell & Lawrence and Salem & Lowell Railroad stock,	344,698 00
Bedford extension,	473 75

\$5,541,201 34

CR.

Capital Stock,	\$2,234,000 00
Bonds of 1873,	36,000 00
" " 1879,	200,000 00
" " 1892,	686,500 00
Notes payable,	848,523 74

* 4 per cent. paid July 1st, \$89,360; 4 per cent. not yet declared, included in this amount, \$89,360.

Unclaimed dividends,	\$2,151 00
Salem & Lowell R. R.,	2,187 50
“ “ “ coupons,	62 97
Scrip dividend of 1866,	366,000 00
Contingent fund,	374,416 62
Coupon No. 16, bonds of 1879,	6,000 00
“ “ 1, “ “ 1892,	24,027 50
Instalments paid on new stock,	618,900 00
Interest on new stock,	902 01
Premium on bonds of 1892,	41,190 00
Dividend No. 72,	89,360 00
Dividend on scrip,	10,980 00
	<hr/> \$4,541,201 34

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCON- DUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	—	—	4	2	4	2
Employés,	—	—	6	3	6	3
Others,	—	—	3	1	3	1

Statement of each Accident.

October 26, 1871.—James P. Montagne, an employé, was caught while coupling cars, at Lowell, and killed.

November 1.—Michael Sullivan was fatally injured, in Woburn, by falling between the cars of a train in motion.

November 9.—Theodore Davis, an employé, was struck by a bridge at Wilmington, fell between the cars and was killed.

November 18.—Thomas Flarity, in attempting to get on the cars at East Cambridge, was struck by a passing train and fatally injured.

December 4.—Cornelius McConley, an employé, was killed in attempting to get upon a train in motion, at Somerville.

December 16.—Nathaniel Gookin, in attempting to get upon a train in motion, at Lowell, fell under the wheels, receiving injuries resulting in death.

January 9, 1872.—Warren McIntire fell under train in motion at the station in Boston, and was killed.

February 3.—Solomon H. Sanborn, while walking on the track in Somerville, was run over by a train, receiving injuries resulting in death.

March 4.—Charles Caldwell was instantly killed while walking on the track at Winchester.

March 7.—George A. Hunt, an employé, was fatally injured between freight cars at Lowell.

March 21.—Nathaniel Conn, an employé, had his legs broken while coupling cars at Boston.

June 20.—Edward Brown, an employé, was injured while riding on top of a freight car in Lowell.

July 15.—James Danforth, an employé, was struck by a bridge in Billerica, and fatally injured.

July 19.—James Mack was struck by a locomotive while walking on a bridge at Boston, and injured.

August 9.—Albert Richardson, while walking on the track in Somerville, was struck by a train and killed.

August 31.—Samuel W. Foster, an employé, was killed in attempting to get upon a train in motion at Somerville.

September 12.—A boy named Daniel Sullivan was injured at Winchester while riding on a freight train.

September 14.—Mrs. Eldridge, stepped from a train in motion in the station at Boston, and received severe injuries.

September 15.—William D. Arnold fell from a train at Winchester, and was severely injured.

Name and Residence of Officers.

Directors.—F. B. Crowninshield, *President*, Boston; Josiah G. Abbott, Boston; Hocum Hosford; Lowell; Edward W. Codman, Boston; T. Jefferson Coolidge, Boston. *Manager.*—Geo. Stark, Boston; *Superintendent.*—John B Winslow, Boston; *Treasurer.*—Charles E. A. Bartlett, Boston.

Proper Address for the Company.

BOSTON & LOWELL RAILROAD CORPORATION, BOSTON, MASS.

F. B. CROWNINSHIELD,
J. G. ABBOTT,
T. JEFFERSON COOLIDGE,
EDWARD W. CODMAN,

Directors of the Boston & Lowell Railroad Corporation.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, November 20, 1872. Then personally appeared F. B. Crowninshield and T. Jefferson Coolidge, and severally made oath that the foregoing statement by them subscribed is true, to the best of their knowledge and belief.

C. E. A. BARTLETT, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 21, 1872. Then personally appeared Edward W. Codman, and made oath that the foregoing statement by him subscribed is true, to the best of his knowledge and belief.

C. E. A. BARTLETT, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 22, 1872. Then personally appeared J. G. Abbott, and made oath that the foregoing statement by him subscribed is true, to the best of his knowledge and belief.

C. E. A. BARTLETT, *Justice of the Peace.*

REPORT

OF THE

BOSTON AND MAINE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts.

1. Capital stock authorized by charter,	70,000 shares.
2. Capital stock authorized by votes of company,	70,000 shares.
3. Capital stock paid in (number of shares, 50,000), [Paid in on shares not issued],	\$4,921,274 52
4. Capital stock issued,	1,895,550 00
5. Capital stock paid in per mile of road owned by company,	4,921,274 52
6. Capital stock paid in, proportion for Massachu- setts,	59,471 59
7. Par value of shares,	2,527,542 58
8. Funded debt as follows:—	100 00
1st mortgage bonds, due, rate of in- terest	None.
2d mortgage bonds, due, rate of in- terest	
3d mortgage bonds, due, rate of in- terest	
9. Total amount of funded debt,	
10. Unfunded debt, incurred for construction, equip- ment or purchase of property,	787,509 08
11. Debt incurred for any other purpose, and for what,	None.
12. Total amount of debt,	787,509 08
13. Proportion of debt for Massachusetts,	264,056 33
14. Proportion of debt per mile of road [owned by company],	6,213 09
15. Total cash realized from capital and debt,	\$7,604,343 60
16. Total amount of income which has been ex- pended (in addition to funds derived from capital and debts) in construction, equip- ment and purchase of property,	993,300 46
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,	8,597,644 06
18. Proportion of above for Massachusetts,	67,831 37
19. Number of stockholders,	3,460
20. Amount of stock held in Massachusetts,	32,831 shares.
21. Number of stockholders in Massachusetts,	1,970

Cost of Road, Equipment and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY
COMPANY.

1. Grading and masonry,	\$1,873,244 32
2. Bridging,	567,475 49
3. Superstructure, including rails,	1,437,570 72
4. Land, land damages and fences,	1,817,360 92

5. Passenger and freight stations, wood-sheds and water stations,	\$555,000 00	
6. Engine-houses, car-sheds and turn-tables,	134,862 11	
7. Interest paid during construction, discount, &c.,	17,680 94	
8. Engineering, agencies, salaries and other expenses during construction,	326,129 27	
9. <i>Total expended for construction</i> ,		\$6,729,323 77
10. Average cost of construction per mile of road built by company,		53,091 31
11. Same per mile of single track built by company, not including sidings,		41,862 04
12. Proportion of cost of construction for Massachusetts,		2,256,380 68
EQUIPMENT.		
13. Locomotives and snow-plows,	437,275 00	
14. Passenger, mail and baggage cars,	217,395 50	
15. Freight and other cars,	356,632 71	
16. Machine-shops, machinery and tools,	133,283 50	
17. <i>Total for equipment</i> ,		1,144,586 71
18. Average cost of equipment <i>per mile of road operated</i> by company,		7,948 51
19. Proportion for Massachusetts [Miles operated in Mass.],		596,138 25
PROPERTY PURCHASED [AND ON HAND].		
20. branch, original cost,	None.	
purchased for		
21. Stock of Dover and Winnipissogee road, 2,635 shares, purchased for	263,144 48	
Stock of Newburyport road, 1,250 shares, purchased for	3,768 00	
22. Bonds of Gt. Falls and Conway road, nominal amount, purchased for	20,000 00	
Bonds of Newburyport road, nominal amount, purchased for	300,000 00	
Bonds of Danvers road, nominal amount,, purchased for	73,000 00	
23. Steamboat Mt. Washington, nominal amount, purchased for	63,821 10	
24. Lands in not necessary for operation of road,	None.	
25. Other property purchased,	None.	
26. <i>Total property purchased</i> ,		723,733 58
27. Property in Massachusetts (including proportion of equipment),		972,906 25
28. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		8,597,644 06
29. Proportion for Massachusetts,		67,831 37
30. Amount of sinking and contingent funds,		Nothing.
Description of Road.		
1. Length of main line of road from Boston to South Berwick Junction,		74 1-4 miles.
Length of main line of road in Massachusetts, [In other States, specifying each,]	36 3-4 miles.	-
[Length of main line of road in New Hampshire],	35 miles.	-
[Length of main line of road in Maine],	2 1-2 miles.	-
2. Length of line of track laid, if road is not completed,*		6 miles.
3. Length of double track on main line,		34 miles.
4. Branches owned by company. Name and description of each single or double track, ; length,	-	-

* On extension in Maine.

[Medford], length,	2 miles single.
[Methuen], length,	3 3-4 miles. 1 mile double.
[Great Falls], length,	2 3-4 miles single.
5. Total length of branches owned by company, .	8 1-2 miles.
6. Total length of branches owned by company in Massachusetts,	5 3-4 miles.
7. Total length of branches owned by company in other States, specifying each,	- -
[Total length of branches owned by company in New Hampshire],	2 3-4 miles.
8. Length of double track on branches,	1 mile.
9. Total length of road belonging to this com- pany [including 44 miles not fully con- structed],	126.75 miles.
10. Aggregate length of sidings and other tracks not above enumerated,	49.935 miles.
11. Same in Massachusetts,	23.781 miles.
12. Aggr'te length of tracks [completed] belonging to this company, computed as single track, .	173.685 miles.
13. Same in Massachusetts,	60.04 miles.
14. Total length of steel rails in tracks belonging to this company,	35.598 miles.
[Weights per yard, 63 and 60 lbs.],	
15. Total length of steel-top rails in tracks belong- ing to this company;	5,126 feet.
[Weights per yard, 60 lbs.],	
16. Miles of telegraph on line of road,	147 miles.
17. Miles of telegraph owned by this company, . .	29 miles.
18. Number of telegraph offices in company's sta- tions,	31
19. Number of telegraph stations operated by this company,	11
20. Number of telegraph stations operated jointly by railroad and telegraph company,	20
21. Number of spans of bridges of 25 feet and up- wards,	27
22. Number of iron bridges (aggregate length, 222 feet),	3
23. Number of wooden bridges (aggr'te le'gth, 7,731 feet),	28

24. BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	Kind.	Material.	Length.	When Built.
Lawrence, Mass., .	Plate Girder, .	Iron,	69 feet, . . .	October, 1871.
Rochester, N. H., .	Pier and Truss,	Yellow Pine and Iron,	220 " . . .	March, 1872.

25. Number of crossings of highways at grade, .	153
26. Number of crossings of highways over railroad,	39
27. Number of crossings of highways under rail- road,	15
28. Number of highway bridges 18 feet above track,	1
29. Number of highway bridges less than 18 feet above track,	38
30. Number of crossings at which gates or flagmen are maintained,	49
31. Number of crossings at which there are neither gates nor flagmen,	104
32. Number of railroad crossings at grade, . . .	8

33. Number of railroad crossings over other railroads,	1
34. Number of railroad crossings under other railroads,	None.

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

35. Name, description and length of each,	-	-
[Newburyport Railroad],	26 miles, 2,651 feet.	
[Danvers Railroad],	9 miles, 1,368 feet.	
[Dover and Winnipiseogee Railroad],	29 miles.	
36. Total length of above roads,		65 miles.
37. Total length of above roads in Massachusetts,	36 miles.	
38. Total length of above roads in other States, specifying each,	-	-
[Dover and Winnipiseogee Railroad in New Hampshire],	29 miles.	
39. Total miles of road operated by this company,		144 miles.
40. Total miles of road operated by this company in Massachusetts,		75 miles.
41. Number of stations on all roads operated by this company,		66 miles.
42. Same in Massachusetts,		42 miles.

Rolling Stock.

	Total Number.	Per mile of Road operated.
1. Locomotives (average weight of engines in working order, 27 57-100 tons),	61	.423
2. Tenders (average weight of tenders full of fuel and water, 15 1-2 tons),	61	.423
(Average joint weight of engines and tenders, 43 7-100 tons),	-	-
3. Snow-plows (average weight, 7 tons),	10	
4. Passenger cars (average weight, 32,000 lbs.),	102	.708
5. Mail and baggage cars (average weight, 25,000 lbs.),	28	.194
6. 8-wheel box freight cars (average weight,),	318	
7. 4-wheel box freight cars (average weight,),	85	
8. 8-wheel platform cars (average weight,),	386	
9. 4-wheel platform cars (average weight,),	433	
10. Other cars (coal, gravel, &c.),	221	
11. Total freight cars, including coal, &c., on a basis of 8 wheels,	974 1-2	6.76
12. Number of locomotives equipped with train brakes,		None.
(Kind of brake,),	-	-
13. Number of cars equipped with train brakes,		None.
(Kind of brake,),	-	-
14. Number of passenger cars in proportion to passengers carried one mile,	1 to 561,249.	

Mileage, Traffic, &c.

1. Miles run by passenger trains,	743,216
2. Rate of speed of express passenger trains, including stops,	30 miles per hour.
3. Rate of speed of accommodation trains, including stops,	24 miles per hour.
4. Miles run by freight trains,	421,528
5. Rate of speed of freight trains, including stops,	12 miles per hour.
6. Miles run by other trains, and for what purposes [grade and wood train and empty engines],	51,252
7. Total train miles run,	1,215,996

8. Number of through passengers (whole length of road),	99,395
9. Number of local passengers (over part of road),	4,036,074
10. Total number of passengers carried,	4,135,469
11. Total passenger mileage, or passengers carried one mile,	57,247,475
12. Passenger mileage to and from other roads,	10,768,221
13. Number of tons carried,	520,722
14. Total freight mileage, or tons carried one mile,	20,796,207
15. Freight mileage to and from other roads,	8,653,930
16. Average rate of fare per mile (not including season tickets) received from passengers on roads operated by this company,	2.59 cents.
17. Average rate of fare per mile received from passengers to and from other roads,*	2.21 cents.
18. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket,	0.735
Average rate of fare per mile for <i>all</i> passengers,	1.91 cents.
19. Average rate of freight per ton per mile on roads operated by this company,	2.85 cents.
20. Average rate of freight per ton per mile to and from other roads,*	2.4 cents.
21. Average number of cars in passenger trains, including baggage cars,	6
22. Average number of cars in freight trains (basis of 8 wheels),	25
23. Average weight of passenger trains, including locomotive and tender, in working order [without passengers],	135 tons.
24. Average weight of freight trains, including locomotive and tender, in working order [without freight],	200 tons.
25. Number of persons regularly employed by company, including officials [working full time during the month of September, 1872],	1,626

Classification of Business.

PASSENGERS.

1. Passengers coming from other States,†	204,812
2. Passengers going to other States,†	211,315
3. Passengers travelling only within this State,	3,513,622
4. Total season-ticket passengers (round trip),	809,358
5. Passengers to Boston (including season),‡	1,671,808
6. Passengers from Boston (including season),‡	1,715,648
7. Season-ticket passengers to and from Boston (one round trip daily),‡	700,353

* After deducting all allowances for tolls, or use of cars, &c.

† Apply only to roads crossing the State line.

‡ Apply only to the roads terminating in Boston.

FREIGHT, IN TONS.

	Brought from other States.	Carried to other States.	Carried within this State only.	Taken from Boston.†	Carried to Boston.‡
1. Anthracite coal,	208	8,961	91,280	100,241	-
2. Bituminous coal,	-	15	90	105	-
3. Petroleum,	-	1,585	-	1,585	-
4. Railroad iron, including steel and steel-capped rails,	1,270	4,129	2,258	6,387	1,560
5. Castings and other iron,	2,875	2,738	8,210	5,830	6,580
6. Other metals,	870	1,292	920	1,760	763
7. Iron and other ores,	1,640	893	310	1,060	-
8. Stone and brick,	20,270	1,573	20,560	760	27,200
9. Lime, cement and sand,	340	1,320	3,872	3,280	3,930
10. Lumber,	17,600	2,055	8,290	6,832	16,840
11. Ice,	-	-	365	-	14,860
12. Live stock,	830	236	393	479	372
13. Dressed carcasses, smoked and salted meats,	1,123	377	340	920	1,220
14. Flour,	300	2,721	13,876	11,276	860
15. Grain,	247	6,195	12,969	9,297	2,288
16. Other agricultural products,	6,370	1,020	4,581	3,270	24,293
17. Manufactures not included above, \$	13,600	12,816	28,961	23,260	18,382
18. Merchandise, \$	51,074	62,426	66,529	112,054	54,602
19. Other articles,	6,890	319	1,652	1,141	1,340
20. Total tons carried,	125,507	110,671	265,456	289,537	175,090

Expenditures Charged to Capital Account during the Year.

1. Main line, extension or alteration of road [extension in Maine],	\$2,127,851 73
2. Branches, extension or alteration of road, specifying each,	Nothing.
3. Double track extension [and new location between North Andover and Bradford],	103,239 07
4. Land,	85,677 50
5. Passenger and freight stations, wood-sheds and water stations,	Nothing.
6. Engine-houses, car-sheds, and turn-tables,	6,994 21
7. New locomotives and snow-plows,	131,500 00
8. New passenger [and baggage] cars,	76,608 94
9. New mail and baggage cars,	Nothing.
10. New freight cars,	53,500 00
11. Machine-shops, machinery and tools,	Nothing.
12. Purchase of other roads, specifying what,	Nothing.
13. Subscriptions or loans to other roads, specifying what,	Nothing.
14. Any other expenditures charged to capital account,	10,589 45
15. TOTAL,*	2,595,960 90

Expenditures on Operating Account for the Year.

MAINTENANCE OF WAY AND BUILDINGS.

1. Repairs of road, exclusive of bridges and new rails,†	\$199,019 83
2. New iron rails, deducting old rails sold (number of miles, 7 1-4, weight per yard, 60 lbs.),†	} 137,324 77
3. Steel rails (number of miles, 20, weight per yard, 60 lbs.),	
4. Repairs of bridges,	47,277 92
5. Repairs of buildings and fixtures,	85,393 00
6. Repairs of fences, road crossings, and signs,	15,793 15
7. Removing ice and snow,	990 11

* To this amount should be added Steamer Mt. Washington, \$63,821.10; Newburyport R. R. stock, \$18.00; Dover and Winnipiseogee R. R. stock, \$4,680.00; making the total, \$2,664,480.00.

† Including labor and materials in new sidings.

‡ Apply only to the roads terminating in Boston.

§ Manufactured articles starting from the place of manufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depot for sale, they become a part of the general merchandise of the place, and on any second transit are to be reckoned under the second head.

8. Other expenses,	Nothing.
9. <i>Total for maintenance of way and buildings,</i>	\$485,798 78.
10. Per mile of road kept in repair,	3,373 60
11. Per mile of single track kept in repair, not including sidings,	2,729 20
12. Of the above total there was expended for other than <i>ordinary</i> repairs,	Nothing.

TRAFFIC EXPENSES.

13. Repairs of locomotives and snow-plows,†	79,747 03
14. New locomotives and snow-plows,†	Nothing.
15. Repairs of machine-shops and machinery,†	11,667 09
16. New machine-shops and machinery,†	2,285 78
17. Repairs of passenger, baggage and mail cars,†	43,755 83
18. New passenger, baggage and mail cars,†	22,444 97
19. Repairs of freight and other cars,†	39,663 63
20. New freight and other cars,†	30,911 34
21. Fuel—number of cords of wood, 10,231; cost,†	60,988 34
22. Fuel—number of tons of coal, 18,792; cost,†	146,315 58
23. Oil and waste,†	21,031 49
24. Amount paid other corporations or individuals not operating railroads, for use of cars, and for repairs of same,	Nothing.
25. Salaries, wages and incidentals, chargeable to passenger department,	195,721 87
26. Salaries, wages and incidentals, chargeable to freight depart- ment,	165,679 80
27. Wages of switchmen, gate-keepers, signal-men, and watch- men, unless included above,	60,938 31
28. Gratuities and damages, passenger account,	11,156 72
29. Gratuities and damages, freight account,	1,165 61
30. Other expenditures,	10,481 98
31. <i>Total of traffic expenses,</i>	903,955 37
32. Per mile of road operated,	6,277 47
33. Per mile of single track operated, not including sidings,	5,078 40

MISCELLANEOUS.

34. Amount paid other companies as rent for use of road, speci- fying each company and amount [Danvers Railroad],	7,500 00
35. Telegraph expenses,	4,793 27
36. United States taxes and stamps,	3,683 79
37. State taxes,	68,553 96
38. Local taxes,	12,971 08
39. Insurance, loss by fire, and damages paid for fires set by engines,	15,326 46
40. General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the foregoing items,	39,443 29
41. <i>Total miscellaneous,</i>	152,271 85
42. TOTAL EXPENDITURES FOR OPERATING THE ROAD,	1,542,026 00
43. Per mile of the road operated,	10,709 00
44. Per mile of single track operated, not including sidings,	8,663 00
45. Per train mile,	1 32
46. Proportion for Massachusetts,	803,175 00
47. Percentage of expenditures to income,	{ 76 92-100 per cent.

Revenue for the Year.

1. Receipts from local passengers on roads operated by this company,	\$980,992 61
2. Receipts from passengers from and to other roads over roads operated by this company,	111,607 88
3. Receipts from passengers over other roads as tolls, or for use of cars of this company,	Nothing.

† To include oil, fuel, clerks, watchmen, and incidentals about shops.

‡ For cars and engines.

4. Receipts from local freight on roads operated by this company,	\$570,652 71
5. Receipts from freight from and to other roads over roads operated by this company,	242,551 55
6. Receipts from freight over other roads as tolls, or for use of cars of this company,	Nothing.
7. Receipts for express,	40,917 90
8. Receipts for mails,	14,525 83
9. Receipts as rents for use of road and equipment, when leased [Methuen Branch],	11,000 00
10. Receipts as rents for use of property other than above,	32,423 35
11. Total earnings,	2,004,671 83
12. Per mile of road operated,	13,921 33
13. Per mile of road operated,—computed as single track, not including sidings,	11,262 20
14. Per train mile,	1 72
15. Proportion for Massachusetts,	1,044,099 75
16. Income from other roads,	Nothing.
17. Income from all other sources [interest],	41,470 36
18. TOTAL INCOME,	2,046,142 19
19. Percentage of income to capital stock and debt,	{ 35 84-100 per cent.
20. Percentage of income to total means applied to construction, equipment, &c.,	{ 23 80-100 per cent.
Net Income, Dividends, &c.	
1. Total net income above operating expenses,	\$504,116 19
2. Percentage of net income to capital stock and debt,	{ 8 83-100 per cent.
3. Percentage of net income to total means applied to construction, equipment, &c.,	{ 5 86-100 per cent.
4. Paid for interest,	Nothing.
5. Paid in dividends 10 per cent. for the year,	500,000 00
6. Paid to sinking funds,	Nothing.
7. Balance for the year or surplus,	4,116 19
8. Surplus at commencement of the year,	1,012,570 29
9. Total surplus,	*1,016,686 48
10. Invested as follows:—	
Cash and loans,	—
Balance of accounts due from other roads,	—
Other uncollected accounts,	—
Materials for repairs,	—
Fuel and stores,	—
Any other items,	—

* This amount (\$1,016,686.48) is invested as follows:—

In Newburyport Railroad bonds,	\$303,768 00
In Danvers Railroad bonds, guaranteed by this corporation,	73,000 00
In Danvers Railroad contract and stock,	27,430 00
In Dover & Winnipiseogee Railroad stock,	263,144 48

The remainder in expenditures on the road, rolling stock, etc., in addition to the capital received from the sale of stock. It is, therefore, only an element indicating, in some measure, the value of the stock above par, but it is not available for the payments of debts or dividends.

General Balance Sheet at last Closing of Accounts.

DR.

CONSTRUCTION AND IMPROVEMENT ACCOUNTS,	\$7,873,910 48
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PROPERTY ACCOUNTS—

Car-shop stock,	\$48,681 78
Engine-shop stock,	20,401 87
Wood, amount on hand,	31,914 27
Oil,	2,180 69
Waste,	905 00
Iron rails,	203,284 31
Ties,	5,160 20
Coal,	53,777 25
	\$366,305 37

ASSETS ACCOUNTS—

Cash,	\$56,652 67
Freight bills, etc.,	92,139 31
U. S. Post Office department,	324 82
Land and improvements, D. & W. R. R.,	23,928 11
Eastern R. R.,	267 92
Stoneham Street R. R.,	511 05
Portland & Rochester R. R.,	992 21
Notes receivable,	844 64
Steamer "Mt. Washington,"	63,821 10
Uncollected interest on delayed payments for new stock,	70 90
Sundry manufacturing companies,	6,024 08
Sundry accounts,	1,606 97
Danvers R. R. bonds indorsed by us, taken at par,	73,000 00
Danvers R. R. account,	27,430 00
Newburyport R. R., as per agreement,	303,768 00
Great Falls and Conway R. R. bonds, guaranteed by Eastern R. R. in N. H.,	20,000 00
Insurance scrip,	640 00
Dover and Winnipiseogee R. R. stock,	263,144 48
	935,166 26
	\$9,175,382 11

CR.

CAPITAL STOCK ACCOUNT—

Received from sale of 500,000 shares,	\$4,921,274 52
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LIABILITIES—

Payments on account of new capital stock,	\$1,895,560 00
Notes payable,	787,509 08
Uncalled for wages,	3,139 07
Uncalled for dividends,	7,825 00
Danvers Railroad rent account,	1,750 00
Cash receipts from Sept. 30 to Oct. 11, inclusive, on account of freight bills, etc.,	82,635 41
Sundry accounts,	8,188 66

Boston and Providence R. R.,	\$23 90	
Boston, Concord and Montreal R. R.,	897 24	
Boston and Lowell and Nashua and Lowell R. R.,	7,394 94	
Concord R. R.,	286 56	
Concord and Claremont R. R.,	133 51	
Contocook River R. R.,	68 05	
Dover and W. R. R.,	12,083 33	
Grand Trunk Railway,	1,798 17	
Manchester and Lawrence R. R.,	14,856 07	
Manchester and North Weare R. R.,	302 52	
Maine Central,	310 94	
Northern R. R.,	3,808 33	
Portland, Saco and Portsmouth R. R.,	26,693 85	
Suncook Valley R. R.,	54 18	
Deposit on account of Newburyport R. R. bonds,	480 00	
Amount payable on account of Newburyport R. R. bonds as per agreement,	1,490 00	
		\$2,857,288 81
Dividend payable Nov. 15, 1872,	250,000 00	
Suspense account,	130,132 30	
General reserve account, being undivided earnings to date, as described in Table C,	1,016,686 48	
		\$9,175,382 11

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCON- DUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	—	—	1	1	1	1
Employés,	—	—	7	1	7	1
Others,	—	—	9	1	9	1

Statement of each Accident.

October 25, 1871.—Augustine Mercier was run over at Medford, by a gravel train and killed. Employed by Bay State Brick Co.

November 15.—C. M. Chase, employed on freight train, fell from a flat car, while making up train at Lawrence, and broke his ankle.

November 17.—Lydia Lane Baker, in attempting to cross the track at Reading, in front of the 6.45 P. M. train from Boston, was struck by the train and instantly killed.

November 26.—Napoleon King, employed on gravel train, fell from the train at Bradford, and was run over and instantly killed.

December 19.—Katie Howard, of Malden, while walking on the track, was struck by Portland inward train and instantly killed.

December 20.—John Footman, in attempting to drive across the track at

Wakefield, with a horse attached to a sleigh, was struck by the 3.30 P. M. train from Boston, and instantly killed.

December 30.—Patrick Finn, employed at freight house, fell upon the track in front of a moving car, and was run over and injured so much that he died a few days after.

January 5, 1872.—John Laughlin, of Lawrence, while on a moving car on Boston and Maine side-track, opposite Atlantic Mills, was injured by this car colliding with another car, from the effects of which he died.

January 24.—Michael Connoly, gateman at Lawrence, was run over by Eastern Railroad freight train from Salem, while under their control, about 9 A. M., while in the discharge of his duty.

January 19.—Martin V. B. Drew, while walking on the track at Wilmington Junction, was struck by the evening accommodation train from Portland, and instantly killed.

April 16.—At 6.30 P. M., Northern passenger train ran through gate at Travers Street, and Thomas Duffy, who was passing at the time, was caught between end of gate and fence and injured one bone of right arm and broke right leg.

April 22.—Edward F. Currier, while lying on the track in an intoxicated condition near Byfield, was run over by the 5.15 P. M. train from Boston, and instantly killed.

March 12.—Frank Buckley fell from the 3.00 P. M. Portland train near station at Somerville, was considerably injured; intoxicated at the time.

May 14.—Timothy McCarty, a season-ticket passenger, jumped off the 6.00 P. M. train from Boston at Malden, was run over and died soon after.

July 15.—John Ryan of Malden, while walking on the track near Edgeworth was struck by the 7.45 A. M. train from Reading, and died soon after.

July 25.—Charles D. Randall, a brakeman on night freight train, fell from the train near Wilmington Junction; was run over and killed.

August 15.—Charles L. Knights, an engine-man, was caught between two cars at Groveland, and injured so much that he died soon after.

September 13.—Mary Conley was run over at Georgetown by the 11.00 A. M. train from Newburyport, and instantly killed.

September 23.—William J. Stevens, an employé, fell from top of car near Reading, and was killed.

September 28.—Daniel Griffin was run over by the Newburyport freight train at Wyoming, while lying on the track in an intoxicated condition.

Name and Residence of Officers.

Nathaniel G. White, Lawrence, Mass., *President*; William Merritt, Charlestown, Mass., *Superintendent*; Amos Blanchard, Lowell, Mass., *Treasurer*.

Address of all of the above officers at Boston, Mass.

Proper Address for the Company.

BOSTON AND MAINE RAILROAD, BOSTON, MASS.

NATHANIEL G. WHITE,
GEORGE C. LORD,
C. WAKEFIELD,
JOHN E. BICKFORD,
AMOS PAUL,
NATH. J. BRADLEE,

Directors of the Boston and Maine Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 6, 1872. Then personally appeared Nathaniel G. White, George C. Lord, C. Wakefield, John E. Bickford, Amos Paul, Nathaniel J. Bradlee, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief. Before me,

C. P. JUDD, *Justice of the Peace.*

REPORT

OF THE

BOSTON AND PROVIDENCE RAILROAD CORPORATION,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts..	
1. Capital stock authorized by charter,	\$4,000,00 00
2. Capital stock authorized by votes of company,	
3. Capital stock paid in (number of shares, 39,500),	3,950,000 00
4. Capital stock issued,	
5. Capital stock paid in per mile of road owned by company,	68,103 45
6. Capital stock paid in, proportion for Massachusetts,	3,217,888 01
7. Par value of shares,	100 00
8. Funded debt as follows:—	
1st mortgage bonds, due rate of	
interest, per cent.,	
2d mortgage bonds, due rate of	
interest, per cent.,	
3d mortgage bonds, due rate of	
interest, per cent.,	
9. Total amount of funded debt,	This Corporation has no debt.
10. Unfunded debt, incurred for construction, equipment or purchase of property,	
11. Debt incurred for any other purpose, and for what,	
12. Total amount of debt,	
13. Proportion of debt for Massachusetts,	
14. Proportion of debt per mile of road,	
15. Total cash realized from capital and debt,	- -
16. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property,	205,080 09
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,	4,155,080 09
18. Proportion of above for Massachusetts,	3,182,481 75
19. Number of stockholders,	1,526
20. Amount of stock held in Massachusetts,	\$3,096,300 00
21. Number of stockholders in Massachusetts,	1,166

Cost of Road, Equipment and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.

1. Grading and masonry,	\$775,000 00
2. Bridging,	110,840 00
3. Superstructure, including rails,	924,377 63
4. Land, land damages and fences,	501,094 72
5. Passenger and freight stations, wood-sheds and water stations,	} 711,265 36
6. Engine-houses, car-sheds and turn-tables,	

7. Interest paid during construction, discount, &c.	-	-
8. Engineering, agencies, salaries and other expenses during construction,	\$95,000 00	
[Other construction accounts],	581,560 60	
9. <i>Total expended for construction</i> ,		\$3,699,138 31
10. Average cost of construction per mile of road built by company,	63,233 98	
11. Same per mile of single track built by company, not including sidings,	36,089 64	
12. Proportion of cost of construction for Massachusetts,	3,194,710 59	

EQUIPMENT.

13. Locomotives and snow-plows,	105,300 00	
14. Passenger, mail and baggage cars,	44,100 00	
15. Freight and other cars,	58,000 00	
16. Machine-shops, machinery and tools [included in Nos. 5 and 6],	-	-
17. <i>Total for equipment</i> ,		207,400 00
18. Average cost of equipment <i>per mile of road operated</i> by company,	3,118 79	
19. Proportion for Massachusetts,	179,117 94	

PROPERTY PURCHASED.

20. Stoughton branch, original cost,		
purchased for	85,400 00	
21. Stock of Mansfield and Framingham road, 150 shares, purchased [subscribed] for,	15,000 00	
22. Bonds of road, nominal amount		
purchased for*	-	-
23. Steamboat, nominal amount		
purchased for*	-	-
24. Lands in not necessary for operation of road,*	-	-
25. Other property purchased [real estate],	148,141 78	
26. <i>Total property purchased</i> ,		248,541 78
27. Property in Massachusetts (including proportion of equipment),	}	4,155,080 09
28. WHOLE AMOUNT OF PERMANENT INVESTMENTS [construction, equipment, real estate and stocks],		
29. Proportion for Massachusetts,		3,384,957 39
30. Amount of sinking and contingent funds,	-	-

Description of Road.

1. Length of main line of road from Boston to Providence,		44 miles.
Length of main line of road in Massachusetts,	38 miles.	
In other States, specifying each [Rhode Island],	6 miles.	
2. Length of line with track laid, if road is not completed,	-	-
3. Length of double track on main line,		44 miles.
4. Branches owned by company. Name and description of each single or double track—		
[West Roxbury Branch, single], length,	5 miles.	
[Dedham Branch], length,	2 miles.	
[India Point Branch], length,	7½ miles.	
5. Total length of branches owned by company,		14½ miles.
6. Total length of branches owned by company in Massachusetts,	10 miles.	
7. Total length of branches owned by company in other States, specifying each [Rhode Island],	4½ miles.	

* These questions cannot be answered without knowing to what extent the operations of the road may require its lands to be utilized in the future.

8. Length of double track on branches,	-	-
9. Total length of road belonging to this company,		58½ miles.
10. Aggregate length of sidings and other tracks not above enumerated,		21 miles.
11. Same in Massachusetts,		15½ miles.
12. Aggregate length of tracks belonging to this company, computed as single track,		123½ miles.
13. Same in Massachusetts,		113½ miles.
14. Total length of steel rails in tracks belonging to this company,		26½ miles.
[Weights per yard, 57 to 60 lbs.],	-	-
15. Total length of steel-top rails in tracks belonging to this company,		2 miles.
[Weights per yard, 60 lbs.],	-	-
16. Miles of telegraph on line of road,		49 miles.
17. Miles of telegraph owned by this company,		None.
18. Number of telegraph offices in company's stations,		Twelve.
19. Number of telegraph stations operated by this company,		None.
20. Number of telegraph stations operated jointly by railroad and telegraph company,		Twelve.
21. Number of spans of bridges of 25 feet and upwards,		Sixteen.
22. Number of iron bridges (aggr'te length, 45 ft.),		Six bridges.
23. Number of wooden bridges (aggr'te length, 100 ft.),		Six bridges.

24. BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	Kind.	Material.	Length.	When built.
Mother Brook in Hyde Park,	"Pratt's Truss,"	Iron,	Fifty feet, . .	Oct. 1872.

25. Number of crossings of highways at grade,	47
26. Number of crossings of highways over railroad,	43
27. Number of crossings of highways under railroad,	3
28. Number of highway bridges 18 feet above track,	4
29. Number of highway bridges less than 18 feet above track,	38
30. Number of crossings at which gates or flagmen are maintained,	38
31. Number of crossings at which there are neither gates nor flagmen,	9
32. Number of railroad crossings at grade,	1
33. Number of railroad crossings over other railroads,	None.
34. Number of railroad crossings under other railroads,	1

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

35. Name, description and length of each—	
[Stoughton Branch,]	4 miles.
Attleborough Branch,]	4 miles.
36. Total length of above roads,	8 miles.
37. Total length of above roads in Massachusetts,	8 miles.

38. Total length of above roads in other States, specifying each,	-	-
39. Total miles of road operated by this company,	66½	miles.
40. Total miles of road operated by this company in Massachusetts,	55½	miles.
41. Number of stations on all roads operated by this company,	43	
42. Same in Massachusetts,	39	
Rolling Stock.		
	Total Number.	Per mile of Road operated.
1. Locomotives (average weight of engines in working order, 56,000 lbs),	38	.57
2. Tenders (average weight of tenders full of fuel and water, 34,000 lbs),	38	.57
(Average joint weight of engines and tenders, 90,000 lbs),		
3. Snow-plows (average weight, 630 lbs),	26	1.007
4. Passenger cars (average weight, 36,000 lbs),	67	
[44-232 of 7 passenger cars, 44-94 of 5 passenger cars.]		
5. Mail and baggage cars (av'ge weight, 31,175 lbs), [44-58 of 6 baggage cars, 44-232 of 5 baggage cars.]	11	.165
6. 8-wheel box freight cars (av'ge weight, 16,000 lbs.),	256	
7. 4-wheel box freight cars (average weight, 8,500 lbs.),	6	
8. 8-wheel platform cars (average weight, 12,500 lbs.),	98	
9. 4-wheel platform cars (average weight,),	-	-
10. Other cars (coal, gravel, &c.),	250	
11. Total freight cars, including coal, &c., on a basis of 8 wheels,	482	7.248
12. Number of locomotives equipped with train brakes,		10
(Kind of brake, Westinghouse air-brake).		
13. Number of cars equipped with train brakes,		61
(Kind of brake, Westinghouse air-brake.)		
14. Number of passenger cars in proportion to passengers carried one mile,		1 to 543,330.
Mileage, Traffic, &c.		
1. Miles run by passenger trains,		460,965
2. Rate of speed of express passenger trains, including stops,	30 miles per hour.	
3. Rate of speed of accommodation trains, including stops,	22 miles per hour.	
4. Miles run by freight trains,		239,132
5. Rate of speed of freight trains, including stops,	-	-
6. Miles run by other trains, and for what purposes [gravel trains],		2,149
7. Total train miles run,		702,246
8. Number of through passengers (whole length of road),		278,315
9. Number of local passengers (over part of road),		2,904,854
10. Total number of passengers carried,		3,183,169
11. Total passenger mileage, or passengers carried one mile,		36,403,151
12. Passenger mileage to and from other roads,		9,513,361
13. Number of tons carried,		765,733
14. Total freight mileage, or tons carried one mile,		20,406,814
15. Freight mileage to and from other roads,		11,928,843
16. Average rate of fare per mile (not including season tickets) received from passengers on roads operated by this company,		2.93 cents.

17. Average rate of fare per mile received from passengers to and from other roads,*	2.09 cents.
18. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket,	1.16 cents
Average rate of fare per mile for <i>all</i> passengers,	2.37 cents.
19. Average rate of freight per ton per mile on roads operated by this company,	4.80 cents.
20. Average rate of freight per ton per mile to and from other roads,*	3.06 cents.
21. Average number of cars in passenger trains, including baggage cars,	6
22. Average number of cars in freight trains (basis of 8 wheels),	28
23. Average weight of passenger trains, including locomotive and tender, in working order,	301,175 lbs.
24. Average weight of freight trains, including locomotive and tender, in working order,	437,000 lbs.
25. Number of persons regularly employed by company, including officials.	806

Classification of Business.

PASSENGERS.

1. Passengers coming from other States,†	284,119
2. Passengers going to other States,†	272,668
3. Passengers travelling only within this State,	2,626,382
4. Total season-ticket passengers (round trip),	551,663
5. Passengers to Boston (including season) [491,958 season],‡	1,072,938
6. Passengers from Boston (including season) [491,958 season],‡	1,255,038
7. Season-ticket passengers to and from Boston (one round trip daily),‡	491,958

FREIGHT, IN TONS.

	Brought from other States.	Carried to other States.	Carried within this State only.	Taken from Boston.‡	Carried to Boston.‡
1. Anthracite coal,	77,855	—	1,764	1,764	—
2. Bituminous coal,	37,318	—	—	214	12,000
3. Petroleum,	—	—	—	—	—
4. Railroad iron, including steel and steel-capped rails,	800	—	300	400	—
5. Castings and other iron,	5,830	6,714	10,152	15,240	9,760
6. Other metals,	—	—	2,617	1,814	803
7. Iron and other ores,	432	—	—	—	—
8. Stone and brick,	—	—	900	900	—
9. Lime, cement and sand,	2,069	—	1,540	1,540	—
10. Lumber,	1,800	—	7,249	7,249	—
11. Ice,	—	—	—	—	—
12. Live stock,	1,925	5,622	5,885	10,619	1,494
13. Dressed carcasses, smoked and salted meats,	5,971	1,017	217	1,234	5,217
14. Flour,	4,730	1,719	150	450	4,730
15. Grain,	1,302	1,328	800	975	1,302
16. Other agricultural products,	8,573	5,971	—	2,170	5,931
17. Manufactures not included above,§	81,710	109,224	89,830	118,256	69,315
18. Merchandise,§	37,682	41,621	49,086	60,172	41,620
19. Other articles,	7,286	7,238	139,506	8,520	138,111
20. Total tons carried,	275,283	180,454	309,996	231,517	290,283

* After deducting all allowances for tolls, or use of cars, &c.

† Apply only to roads crossing the State line.

‡ Apply only to the roads terminating in Boston.

§ Manufactured articles starting from the place of manufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depot for sale, they become a part of the general merchandise of the place, and on any second transit are to be reckoned under the second head.

Expenditures Charged to Capital Account during the Year.

1. Main line, extension or alteration of road,	
2. Branches, extension or alteration of road, specifying each, .	
3. Double track extension,	
4. Land,	
5. Passenger and freight stations, wood-sheds and water stations,	
6. Engine-houses, car-sheds, and turn-tables,	
7. New locomotives and snow-plows,	
8. New passenger cars,	
9. New mail and baggage cars,	
10. New freight cars,	
11. Machine-shops, machinery and tools,	
12. Purchase of other roads, specifying what,	
13. Subscriptions or loans to other roads, specifying what, .	
14. Any other expenditures charged to capital account, . . .	
15. TOTAL,	

Nothing.

Expenditures on Operating Account for the Year.

MAINTENANCE OF WAY AND BUILDINGS.

[Sleepers,]	\$23,077 34
1. Repairs of road, exclusive of bridges and new rails,* . . .	95,528 35
2. New iron rails, deducting old rails sold (number of miles weight per yard lbs.)*	39,398 74
3. Steel rails (number of miles , weight per yard),	49,298 29
4. Repairs of bridges,	31,567 19
5. Repairs of buildings and fixtures,	142,753 88
6. Repairs of fences, road crossings, and signs,	10,823 94
7. Removing ice and snow,	1,214 36
8. Other expenses,	—
9. Total for maintenance of way and buildings,	393,662 09
10. Per mile of road kept in repair [66½ miles],	5,919 73
11. Per mile of single track kept in repair, not including sidings [110½ miles],	3,562 55
12. Of the above total there was expended for other than ordinary repairs,	—

TRAFFIC EXPENSES.

13. Repairs of locomotives and snow-plows,†	\$45,840 55
14. New locomotives and snow-plows,†	43,050 60
15. Repairs of machine-shops and machinery,†	—
16. New machine-shops and machinery,†	—
17. Repairs of passenger, baggage and mail cars,†	35,983 87
18. New passenger, baggage and mail cars,†	56,394 07
19. Repairs of freight and other cars,†	22,145 36
20. New freight and other cars,†	56,616 25
21. Fuel—number of cords of wood, 1,104; cost,†	7,728 00
22. Fuel—number of tons of coal, 14,649; cost [including water for locomotives],†	107,108 69
23. Oil and waste,†	13,124 06
24. Amount paid other corporations or individuals not operating railroads, for use of cars, and for repairs of same,	—
25. Salaries, wages, and incidentals, chargeable to passenger department,	153,762 16
26. Salaries, wages and incidentals, chargeable to freight department,	172,166 34
27. Wages of switchmen, gate-keepers, signal-men, and watchmen, unless included above	32,205 81
28. Gratuities and damages, passenger account,	2,881 38

* Including labor and materials in new sidings.

† To include oil, fuel, clerks, watchmen and incidentals about shops.

‡ For cars and engines.

29. Gratuities and damages, freight account,	\$2,875 74
30. Other expenditures,	-
31. <i>Total of traffic expenses</i> ,	751,882 88
32. Per mile of road operated,	11,306 50
33. Per mile of single track operated, not including sidings,	6,804 37

MISCELLANEOUS.

34. Amount paid other companies as rent for use of road, specifying each company and amount,	-
35. Telegraph expenses,	975 38
36. United States taxes and stamps,	-
37. State taxes,	42,906 96
38. Local taxes,	29,370 19
39. Insurance, loss by fire, and damages paid for fires set by engines,	9,318 67
40. General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the foregoing items,	22,936 42
41. <i>Total miscellaneous</i> ,	105,507 62
42. TOTAL EXPENDITURES FOR OPERATING THE ROAD,	1,251,052 59
43. Per mile of the road operated [66½ miles],	18,812 81
44. Per mile of single track operated, not including sidings [110½ miles],	11,321 74
45. Per train mile,	1 78
46. Proportion for Massachusetts,	1,048,814 89
47. Percentage of expenditures to income,	72 89

Revenue for the Year.

1. Receipts from local passengers on roads operated by this company,	\$628,215 27
2. Receipts from passengers from and to other roads over roads operated by this company,	254,046 11
3. Receipts from passengers over other roads as tolls, or for use of cars of this company,	-
4. Receipts from local freight on roads operated by this company,	396,130 34
5. Receipts from freight from and to other roads over roads operated by this company,	376,608 07
6. Receipts from freight over other roads as tolls, or for use of cars of this company,	-
7. Receipts for express,	30,555 23
8. Receipts for mails,	9,613 54
9. Receipts as rents for use of road and equipment, when leased [interest and dividends],	8,931 02
10. Receipts as rents for use of property other than above [rents],	12,299 84
11. Total earnings,	1,716,399 42
12. Per mile of road operated,	25,809 84
13. Per mile of road operated,—computed as single track, not including sidings,	15,533 02
14. Per train mile,	2 44
15. Proportion for Massachusetts,	1,438,898 58
16. Income from other roads,	-
17. Income from all other sources,	-
18. TOTAL INCOME,	1,716,399 42
19. Percentage of income to capital stock and debt,	43.45
20. Percentage of income to total means applied to construction, equipment, &c.,	41.30

Net Income, Dividends, &c.

1. Total net income above operating expenses,	\$465,346 83
2. Percentage of net income to capital stock and debt,	11.78
3. Percentage of net income to total means applied to construction, equipment, &c.,	11.19

4. Paid for interest,	-
5. Paid in dividends 10 per cent. for the year,	\$395,000 00
6. Paid to sinking funds,	-
7. Balance for the year or surplus,	70,346 83
8. Surplus at commencement of the year,	357,575 55
9. Total surplus [balance of income account],	427,922 38
10. Invested as follows:—	
Cash and loans,	} See Balance Sheet.
Balance of accounts due from other roads,	
Other uncollected accounts,	
Materials for repairs,	
Fuel and stores,	
Any other items,	

General Balance Sheet at last Closing of Accounts.

DR.

Construction and equipment,	\$3,906,538 31
Cash and cash funds,	11,534 31
Stoughton Branch R. R. stock,	85,400 00
Mansfield & Framingham R. R. stock,	15,000 00
Real estate,	148,141 78
City of Boston,	325,000 00
Materials on hand,	144,662 07
Balances due from other roads, etc.,	97,123 24
	<u>\$4,733,399 71</u>

CR.

Capital stock,	\$3,950,000 00
Unclaimed dividends,	5,603 00
Dividends due Nov. 15th, 1872,	197,500 00
Balances due to other roads, etc.,	152,374 33
Income account,	427,922 38
	<u>\$4,733,399 71</u>

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCON- DUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	3	-	3	-
Employés,	-	-	4	3	4	3
Others,	-	-	13	2	13	2

Statement of each Accident.

October 1, 1871. 11.30 P. M.—Two men killed by gravel train, near Boylston station, walking on track. John Swanson, a Swede, 34 years, a blacksmith, residing on Boylston Street, West Roxbury, leaves a wife and child. Errick Colson, single, 30 years, lived in Lawrence. Both drunk and oblivious to danger.

November 9.—Thomas Martin, yard brakeman, fell from train, was run over, and died in four hours.

November 21, 8 A. M.—Freddie, son of Samuel M. Morris, running beside the horse car, between Mill Village and Dedham, tripped, fell under car, one of his legs badly crushed, and died in five hours.

November 23.—Aaron C. Earl, brakeman on 6.40 P. M. freight from Boston, knocked off by bridge at Sharon Hill, and instantly killed.

January 6, 1871.—A boy, John Schuyer, 9 years old, carelessly crossed track in front of way freight from Providence, about 4 P. M.; instantly killed; lived in Faxon Place.

January 24.—Timothy Brailey, of Valley Falls, R. I., brakeman on freight train, knocked off by Johnson's bridge, in Sharon, and instantly killed.

March 4.—Thomas Rouke, 65 years, formerly worked for B. & P. R. R. on repairing track, walked down from Roxbury station to Prentiss Street, stopped there, and when the 8 P. M. train from Boston approached, jumped in front of it and was killed. He had been repeatedly warned.

March 9.—Benjamin Greeley, 57 years, of Dedham, missed 6.30 P. M. train, gate locked, having previously missed two preceding trains, ran around depot and jumped on outside, missed footing and fell, had one foot and ankle crushed. Did not recover from the shock, and died next evening.

March 16, 8.40 A. M.—As Dedham train was entering Boston station, Charles E. Copeland, 17 years, of West Dedham, a student at School of Technology, jumped from moving train, fell, and was caught and jammed between car and platform; was sent to Massachusetts General Hospital, where he died, April 4.

April 29.—The 11.20, A. M. freight train from Boston, struck a man named "Maher," at Mansfield, run over one arm, breaking it in three places; walking on track, intoxicated.

March 22.—About 4 1-2 P. M., Edward Moore, switchman at Boston, was knocked down by freight car and lost left arm.

May 1.—Frank Grauger, 55 years, lived at 15 Benton street, and having wife and child, was struck while walking on track near repair shop, Boston Highlands, by 11.10 A. M. train and killed. Had been warned previously.

May 2.—George Davenport, 70 years, of Dedham, stepped backwards from train at Hyde Park, while yet running, had feet crushed. Died May 10th.

May 6.—Warren Burnett, of West Roxbury, 72 years, walking on track, was run over on bridge over Mother Brook, Dedham Branch R. R., and died in two hours.

June 3.—An unknown man run over near Ruggles Street, by 6.55 A. M. train from Boston, and instantly killed.

June 20.—Frank W. Shaw, conductor freight, slipped from top of car and broke his arm.

June 22.—Morgan Curran, laborer on track repairs, was hit near Roxbury station by an inward passenger train about 11-2 P. M. Died before reaching hospital. Lived in Davenport Street, Boston Highlands. Left wife and two children.

July 4.—J. H. Kimball, of Rockland, Me., 55 years, walking on track intoxicated, struck by 12 1-2 P. M. train from Boston, and killed.

July 5.—Martin Nickerson, age 30, single, and Thomas Spillane, wife and several grown-up children, age 45, both residents of Vancouver Street, Boston Highlands, walking on track near Roxbury station, killed by 9 P. M. train from Boston.

July 15.—Isaac Lovell, butcher, about 45, persisted, against warning, in crossing track in his wagon at East Foxborough station, at 2.40 P. M., and was killed by express train, which was thrown from track and badly damaged.

August 3.—William Cottle, carpenter, walking on track near Roxbury station, struck by 7.05 A. M. train from Boston, but not dangerously injured.

September 2.—George Hill, fireman, trying to jump on a moving engine, fell and lost a leg.

September 20.—Christian Fied, stepped on steamboat train at Attleborough, about 6.40 P. M., to bid good-bye to a friend, in getting off after train started, fell and lost both legs, and died in half an hour.

Name and Residence of Officers.

President.—John H. Clifford, New Bedford and Boston. *Superintendent.*—Albert A. Folsom, Boston. *Treasurer.*—Benjamin B. Torrey, Boston. *Clerk of Corporation.*—Winslow Warren, Dedham.

Proper Address for the Company.

BOSTON & PROVIDENCE RAILROAD CORPORATION, BOSTON, MASS.

JOHN H. CLIFFORD,
G. W. HALLETT,
T. P. I. GODDARD,
WM. R. ROBESON,
F. M. WELD,
J. W. BALCH,
HENRY A. WHITNEY,

Directors of the Boston & Providence Railroad Corporation.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 11, 1872. Then personally appeared John H. Clifford, G. W. Hallett, T. P. I. Goddard, Wm. R. Robeson J. W. Balch, Henry A. Whitney, and F. M. Weld, and severally made oath to the truth of the foregoing statement by them subscribed.

B. B. TORREY, *Justice of the Peace.*

REPORT

OF THE

CAPE COD RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts.		
1. Capital stock authorized by charter,	20,833 shares.	
2. Capital stock authorized by votes of company,	16,473 shares.	
3. Capital stock paid in (number of shares, 16,130),		\$1,020,330 00
4. Capital stock issued,		13,628
5. Capital stock paid in per mile of road owned by company,		\$10,847 65
6. Capital stock paid in, proportion for Massachusetts,		10,847 65
7. Par value of shares,		\$60 per share.
8. Funded debt as follows:—		
1st mortgage bonds, due 1873, \$43,000; 1875, \$40,500; rate of interest, 6 per cent.,	\$83,500 00	
2d mortgage bonds, due, rate of interest	—	—
3d mortgage bonds, due, rate of interest	—	—
[Bonds due August 1, 1881, 7 per cent.],	265,500 00	
9. Total amount of funded debt,		349,000 00
10. Unfunded debt, incurred for construction, equipment or purchase of property,		115,848 93
11. Debt incurred for any other purpose, and for what,	—	—
12. Total amount of debt,		464,848 93
13. Proportion of debt for Massachusetts,		—
14. Proportion of debt per mile of road,	6,547 15	
15. Total cash realized from capital and debt,		1,485,178 93
16. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property,	455,243 17	
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,		1,940,422 10
18. Proportion of above for Massachusetts,		All.
19. Number of stockholders,*	—	—
20. Amount of stock held in Massachusetts,	—	—
21. Number of stockholders in Massachusetts,	—	—

Cost of Road, Equipment and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.

1. Grading and masonry,	\$406,259 96 .
2. Bridging,	34,375 76
3. Superstructure, including rails,	676,659 79
4. Land, land damages and fences,	105,514 48

* Stock of this company has been exchanged for that of the Old Colony Co. since May last,—twenty-three shares Cape Cod Co. for seventeen shares Old Colony Co.

5. Passenger and freight stations, wood-sheds and water stations,	\$100,150 78	
6. Engine-houses, car-sheds and turn-tables [included in No. 5],	-	-
7. Interest paid during construction, discount, &c.	23,767 14	
8. Engineering, agencies, salaries and other expenses during construction,	104,320 63	
9. <i>Total expended for construction</i> ,		\$1,451,048 54
10. Average cost of construction per mile of road built by company,	15,430 00	
11. Same per mile of single track built by company, not including sidings,	15,430 00	
12. Proportion of cost of construction for Massachusetts,	15,430 00	

EQUIPMENT.

13. Locomotives and snow-plows,	70,545 96	
14. Passenger, mail and baggage cars,	81,832 56	
15. Freight and other cars,	43,115 04	
16. Machine-shops, machinery and tools,	41,900 00	
17. <i>Total for equipment</i> ,		237,393 56
18. Average cost of equipment <i>per mile of road operated</i> by company,	2,524 38	
19. Proportion for Massachusetts,	2,524 38	

PROPERTY PURCHASED.

20. Cape Cod Central R. R. branch, original cost, \$369,708.19, purchased for	251,980 00	
21. Stock of shares, purchased for	-	-
22. Bonds of road, nominal amount purchased for	-	-
23. Steamboat, nominal amount purchased for	-	-
24. Lands in not necessary for operation of road,	-	-
25. Other property purchased,		
26. <i>Total property purchased</i> ,		251,980 00
27. Property in Massachusetts (including proportion of equipment),	-	-
28. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		1,940,422 10
29. Proportion for Massachusetts,		All.
30. Amount of sinking and contingent funds,	-	-

Description of Road.

1. Length of main line of road from Middleboro' to Wellfleet,	71.62 miles.	71.62 miles.
Length of main line of road in Massachusetts, [In other States, specifying each,],	71.62 miles.	-
2. Length of line with track laid, if road is not completed,	-	-
3. Length of double track on main line,	-	-
4. Branches owned by company. Name and description of each single or double track, ; length,	-	-
5. Total length of branches owned by company,		22.44 miles.
6. Total length of branches owned by company in Massachusetts,	-	-
7. Total length of branches owned by company in other States, specifying each,	-	-
8. Length of double track on branches,	-	-

9. Total length of road belonging to this company,	94.06 miles.
10. Aggregate length of sidings and other tracks not above enumerated,	7.80 miles.
11. Same in Massachusetts,	All.
12. Aggregate length of tracks belonging to this company, computed as single track,	101.86 miles.
13. Same in Massachusetts,	All.
14. Total length of steel rails in tracks belonging to this company,	-
[Weights per yard,]	-
15. Total length of steel-top rails in tracks belonging to this company,	-
[Weights per yard,]	-
16. Miles of telegraph on line of road,	94.04
17. Miles of telegraph owned by this company,	None.
18. Number of telegraph offices in company's stations,	14
19. Number of telegraph stations operated by this company,	-
20. Number of telegraph stations operated jointly by railroad and telegraph company,	All.
21. Number of spans of bridges of 25 feet and upwards,	3
22. Number of iron bridges (aggregate length,)	-
23. Number of wooden bridges (aggr'te length, 1,620 feet),	22

23. BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	Kind.	Material.	Length.	When Built.
Monument River,	Pile, with stone abutments,	-	320 feet,	July, 1872.
Bank River,	Truss, 40 feet,—stone abutments,	-	40 "	" "

25. Number of crossings of highways at grade,	120
26. Number of crossings of highways over railroad,	4
27. Number of crossings of highways under railroad,	1
28. Number of highway bridges 18 feet above track,	3
29. Number of highway bridges less than 18 feet above track,	1
30. Number of crossings at which gates or flagmen are maintained,	1
31. Number of crossings at which there are neither gates nor flagmen,	119
32. Number of railroad crossings at grade,	-
33. Number of railroad crossings over other railroads,	-
34. Number of railroad crossings under other railroads,	-

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

35. Name, description and length of each,	-
36. Total length of above roads,	-
37. Total length of above roads in Massachusetts,	-
38. Total length of above roads in other States, specifying each,	-
39. Total miles of road operated by this company,	94.06

40. Total miles of road operated by this company in Massachusetts,		All.
41. Number of stations on all roads operated by this company,		34
42. Same in Massachusetts,	-	-
Rolling Stock.		
	Total number.	Per mile of road operated.
1. Locomotives (average weight of engines in working order, 25 tons),	10	.106
2. Tenders (average weight of tenders full of fuel and water, 15 tons),	10	
(Average joint weight of engines and tenders, 40 tons),	-	-
3. Snow-plows (average weight, 3-4 ton),	3	
4. Passenger cars (average weight, 17 tons),	23	.244
5. Mail and baggage cars (average weight, 14 tons),	10	.106
[Caboose cars, average weight, 9 tons],	2	
6. 8-wheel box freight cars (average weight, 8 tons),	46	
7. 4-wheel box freight cars (av'ge weight, 4 tons),	13	
8. 8-wheel platform cars (average weight, 7 tons),	31	
9. 4-wheel platform cars (av'ge weight, 3 1-2 tons),	7	
10. Other cars (coal, gravel, &c.) [coal, 3 1-2, cattle cars, 7],	67	
[Cattle cars],	4	
11. Total freight cars, including coal, &c., on a basis of 8 wheels,	159 1-2	1.69
12. Number of locomotives equipped with train brakes,	None.	
(Kind of brake,)	-	-
13. Number of cars equipped with train brakes,	None.	
(Kind of brake,)	-	-
14. Number of passenger cars in proportion to passengers carried one mile,	1 to 314,823	
Mileage, Traffic, &c.		
1. Miles run by passenger trains,		131,027
2. Rate of speed of express passenger trains, including stops,	24 miles per hour.	
3. Rate of speed of accommodation trains, including stops,	22 miles per hour.	
4. Miles run by freight trains,		58,997
5. Rate of speed of freight trains, including stops,	13 miles per hour.	
6. Miles run by other trains, and for what purposes [construction],		20,660
7. Total train miles run,		210,684
8. Number of through passengers (whole length of road),		10,426
9. Number of local passengers (over part of road),		275,991
10. Total number of passengers carried,		286,417
11. Total passenger mileage, or passengers carried one mile,		7,240,950
12. Passenger mileage to and from other roads,		5,793,275
13. Number of tons carried,		75,147
14. Total freight mileage, or tons carried one mile,		1,860,878
15. Freight mileage to and from other roads,		1,254,650
16. Average rate of fare per mile (not including season tickets) received from passengers on roads occupied by this company,		3.52 cents.
17. Average rate of fare per mile received from passengers to and from other roads,*		2.96 cents.
18. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket, . . . . .		.47 cents.
Average rate of fare per mile for all passengers,		3.05 cents.

* After deducting all allowances for tolls, or use of cars, &c.

19. Average rate of freight per ton per mile on roads operated by this company,	4.19 cents.
20. Average rate of freight per ton per mile to and from other roads,*	4.25 cents.
21. Average number of cars in passenger trains, including baggage cars,	6
22. Average number of cars in freight trains (basis of 8 wheels),	12
23. Average weight of passenger trains, including locomotive and tender, in working order,	139 tons.
24. Average weight of freight trains, including locomotive and tender, in working order,	130
25. Number of persons regularly employed by company, including officials,	225

Classification of Business.

PASSENGERS.

1. Passengers coming from other States,†	-
2. Passengers going to other States,†	-
3. Passengers travelling only within this State,	286,417
4. Total season-ticket passengers (round trip),	38,555
5. Passengers to Boston (including season),‡	-
6. Passengers from Boston (including season),‡	-
7. Season-ticket passengers to and from Boston (one round trip daily),‡	-

FREIGHT, IN TONS.

	Brought from other States.	Carried to other States.	Carried within this State only.	Taken from Boston.†	Carried to Boston.‡
1. Anthracite coal,	-	-	1,150	-	-
2. Bituminous coal,	-	-	4,575	-	-
3. Petroleum,	-	-	-	-	-
4. Railroad iron, including steel and steel-capped rails,	-	-	1,825	-	-
5. Castings and other iron,	-	-	8,750	-	-
6. Other metals,	-	-	15	-	-
7. Iron and other ores,	-	-	11,975	-	-
8. Stone and brick,	-	-	698	-	-
9. Lime, cement and sand,	-	-	516	-	-
10. Lumber,	-	-	2,951	-	-
11. Ice,	-	-	-	-	-
12. Live stock,	-	-	1,228	-	-
13. Dressed carcasses, smoked and salted meats,	-	-	216	-	-
14. Flour,	-	-	1,171	-	-
15. Grain,	-	-	7,600	-	-
16. Other agricultural products,	-	-	2,591	-	-
17. Manufactures not included above,§	-	-	5,619	-	-
18. Merchandise,§	-	-	15,500	-	-
19. Other articles,	-	-	8,707	-	-
20. Total tons carried,	-	-	75,147	-	-

*After deducting all allowances for tolls, or use of cars, &c.

† Apply only to roads crossing the State line.

‡ Apply only to the roads terminating in Boston.

§ Manufactured articles starting from the place of manufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depot for sale, they become a part of the general merchandise of the place, and on any second transit are to be reckoned under the second head.

Expenditures Charged to Capital Account during the Year.

1. Main line, extension or alteration of road,	-
2. Branches, extension or alteration of road, specifying each [Wood's Hole Branch],	\$340,163 96
3. Double track extension,	-
4. Land,	6,400 57
5. Passenger and freight stations, wood-sheds and water sta- tions,	25,489 91
6. Engine-houses, car-sheds and turn-tables,	-
7. New locomotives and snow-plows,	-
8. New passenger cars,	36,103 00
9. New mail and baggage cars [3 baggage, P. O. and Express cars, \$4,909.89; 2 caboose cars, \$1,985.94],	6,895 83
10. New freight cars [6 flat cars],	3,450 00
11. Machine-shops, machinery and tools,	6,900 00
12. Purchase of other roads, specifying what,	-
13. Subscriptions or loans to other roads, specifying what,	-
14. Any other expenditures charged to capital account,	-
15. TOTAL,	425,403 27

Expenditures on Operating Account for the Year.

MAINTENANCE OF WAY AND BUILDINGS.

1. Repairs of road, exclusive of bridges and new rails [includ- ing 15,000 sleepers, 467 tons iron mended, new frogs and switches],†	\$59,660 09
2. New iron rails, deducting old rails sold (number of miles, 3½ weight per yard, 56 lbs.),†	12,600 00
3. Steel rails (number of miles, weight per yard),	-
4. Repairs of bridges,	63 00
4. Repairs of buildings and fixtures,	2,004 20
6. Repairs of fences, road crossings and signs,	473 95
7. Removing ice and snow,	165 30
8. Other expenses,	-
9. Total for maintenance of way and buildings,	74,966 54
10. Per mile of road kept in repair,§	797 18
11. Per mile of single track kept in repair, not including sidings,	797 18
12. Of the above total there was expended for other than ordi- nary repairs,	-

TRAFFIC EXPENSES.

13. Repairs of locomotives and snow-plows [including 2 rebuilt],	\$25,664 03
14. New locomotives and snow-plows,*	-
15. Repairs of machine-shops and machinery,*	-
16. New machine-shops and machinery,*	-
17. Repairs of passenger, baggage and mail cars,*	11,162 19
18. New passenger, baggage and mail cars,*	-
19. Repairs of freight and other cars,*	16,448 84
20. New freight and other cars,*	3,250 00
21. Fuel—number of cords of wood, 514; cost,†	2,827 00
22. Fuel—number of tons of coal 2,879; cost,†	21,592 50
23. Oil and waste,†	2,757 29
24. Amount paid other corporations or individuals not operating railroads, for use of cars, and for repairs of same,	-
25. Salaries, wages and incidentals, chargeable to passenger department,	26,137 54
26. Salaries, wages and incidentals, chargeable to freight depart- ment,	13,068 77
27. Wages of switchmen, gate-keepers, signal-men, and watch- men, unless included above,	5,200 00

* To include oil, fuel, clerks, watchmen, and incidentals about shops.

† For cars and engines.

‡ Including labor and materials in new sidings.

§ Including 2 1-3 months Wood's Hole Branch, 17.54 miles.

28. Gratuities and damages, passenger account,	-
29. Gratuities and damages, freight account,	\$1,260 71
30. Other expenditures,	-
31. <i>Total of traffic expenses</i> ,	129,368 87
32. Per mile of road operated,*	1,375 60
33. Per mile of single track operated, not including sidings,	-

MISCELLANEOUS.

34. Amount paid other companies as rent for use of road, specifying each company and amount,	-
35. Telegraph expenses,	-
36. United States taxes and stamps,	742 07
37. State taxes,	13,749 16
38. Local taxes [included in State tax],	-
39. Insurance, loss by fire, and damages paid for fires set by engines,	979 62
40. General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the foregoing items,	15,263 57
41. <i>Total miscellaneous</i> ,	30,725 42
42. TOTAL EXPENDITURES FOR OPERATING THE ROAD,	235,060 83
43. Per mile of the road operated,*	2,499 58
44. Per mile of single track operated, not including sidings,	-
45. Per train mile,	1.11 1-2
46. Proportion for Massachusetts,	-
47. Percentage of expenditures to income,	73 4-10 per ct.

Revenue for the Year.

1. Receipts from local passengers on roads operated by this company,	\$47,014 63
2. Receipts from passengers from and to other roads over roads operated by this company,	150,113 59
3. Receipts from passengers over other roads as tolls, or for use of cars of this company,	23,617 52
4. Receipts from local freight on roads operated by this company,	28,253 48
5. Receipts from freight from and to other roads over roads operated by this company,	44,810 43
6. Receipts from freight over other roads as tolls, or for use of cars of this company,	6,180 70
7. Receipts for express,	9,146 64
8. Receipts for mails,	12,056 50
9. Receipts as rents for use of road and equipment, when leased,	-
10. Receipts as rents for use of property other than above [and wharfage],	604 89
11. Total earnings,	321,798 38
12. Per mile of road operated,	3,422 00
13. Per mile of road operated,—computed as single track, not including sidings,	-
14. Per train mile,	1 53
15. Proportion for Massachusetts,	-
16. Income from other roads,	-
17. Income from all other sources,	-
18. TOTAL INCOME,	321,798 38
19. Percentage of income to capital stock and debt, . . . . .	.222
20. Percentage of income to total means applied to construction, equipment, &c., . . . . .	.165

Net Income, Dividends, &c.

1. Total net income above operating expenses,	\$86,737 55
2. Percentage of net income to capital stock and debt,† . . . . .	.0597

* Including 2 1-3 months Wood's Hole Branch, 17.54 miles.

† Including cost of Wood's Hole Branch—income 2 1-3 months.

3. Percentage of net income to total means applied to construction, equipment, &c.,* . . . . .	.0445
4. Paid for interest,	18,619 11
5. Paid in dividends 8.07 per cent. for the year [\$33,180.50 paid by Old Colony R. R.],	65,873 00
6. Paid to sinking funds,	—
7. Balance for the year or surplus,	2,245 44
8. Surplus at commencement of the year,	41,739 94
9. Total surplus [applied to debt],	43,985 38
10. Invested as follows:—	
Cash and loans,	—
Balance of accounts due from other roads,	—
Other uncollected accounts,	—
Materials for repairs,	—
Fuel and stores,	—
Any other items,	—

General Balance Sheet at last Closing of Accounts.

DR.

To Construction,	\$1,482,987 39
Cash and bills receivable,	16,090 48
Balance accounts due from other roads,	456 39
Real estate,	7,845 35
Materials for repairs,	34,028 26
Fuel and stores,	4,498 70
	<hr/>
	\$1,545,906 57

CR.

By Capital stock,	\$1,020,330 00
Bonds,	349,000 00
Old Colony Railroad,	115,848 93
Exchange stock,	16,742 26
Reserve fund account,	43,985 38
	<hr/>
	\$1,545,906 57

E. N. WINSLOW, *Treas'r.*

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . .	—	—	—	—	—	—
Employés, . . .	—	—	—	—	—	—
Others, . . .	—	—	1	—	—	—

Statement of each Accident.

October 11.—John Connelly, trackman off duty, from his own carelessness, was run over by a freight car, at Sandwich Station, and fatally injured.

* Including cost of Wood's Hole Branch—income 2 1-3 months.

Name and Residence of Officers.

Richard Borden, *President*, Fall River, Mass. E. N. Winslow, *Treasurer and Superintendent*, Hyannis, Mass. Geo. Marston, *Clerk*, New Bedford, Mass. *Directors*.—Richard Borden, Fall River; Jefferson Borden, Fall River; Matthew Starbuck, Nantucket; P. S. Crowell, East Dennis; M. S. Lincoln, Wareham; N. S. Simpkins, Yarmouth; E. N. Winslow, Hyannis.

Proper Address for the Company.

CAPE COD RAILROAD COMPANY, HYANNIS, MASS.

The Cape Cod Railroad Co. was consolidated with the Old Colony & Newport Railway Co., October 1, 1872.

MATTHEW STARBUCK,
E. N. WINSLOW.
JEFFERSON BORDEN,
PRINCE S. CROWELL,

Directors of the Cape Cod Railroad Corporation.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. November 27, 1872. Then personally appeared Prince S. Crowell, and made oath to the truth of the foregoing statement by him subscribed.

SILVANUS HINCKLEY, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 27, 1872. Then personally appeared Matthew Starbuck, and made oath to the truth of the foregoing statement by him subscribed.

N. WESTON, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. November 27, 1872. Then personally appeared E. N. Winslow and Jefferson Borden, and severally made oath to the truth of the foregoing statement by them subscribed.

R. C. BROWN, *Justice of the Peace.*

REPORT

OF THE

CHESHIRE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts.		
1. Capital stock authorized by charter [from Massachusetts and New Hampshire],		21,533 shares.
2. Capital stock authorized by votes of company [21,000 preferred and 533 old],		21,533 shares.
3. Capital stock paid in number of shares, 21,533,		\$2,085,925 00
4. Capital stock issued,		21,533 shares.
5. Capital stock paid in per mile of road owned by company,		\$38,902 90
6. Capital stock paid in, proportion for Massachusetts,		210,265 28
7. Par value of shares,		100 00
8. Funded debt as follows:—		
1st mortgage bonds, due, rate	} No mortgage.	
of interest,		
2d mortgage bonds, due, rate		
of interest,		
3d mortgage bonds, due, rate		
of interest,		
9. Total amount of funded debt,		809,200 00
10. Unfunded debt, incurred for construction, equipment or purchase of property,	None.	
11. Debt incurred for any other purpose, and for what,	None.	
12. Total amount of debt,		809,200 00
13. Proportion of debt for Massachusetts,		130,881 20
14. Proportion of debt per mile of road,		15,091 38
15. Total cash realized from capital and debt,	\$2,625,925 00	
16. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property [charged to renewal acc't],	669,133 73	
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,		2,849,307 06
18. Proportion of above for Massachusetts,		366,075 72
19. Number of stockholders,	711	
20. Amount of stock held in Massachusetts,	17,945 shares.	
21. Number of stockholders in Massachusetts,	520	

Cost of Road, Equipment and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.

1. Grading and masonry,	\$1,490,749 84
2. Bridging,	41,490 38
3. Superstructure, including rails,	480,371 86
4. Land, land damages and fences,	128,379 40

5. Passenger and freight stations, wood-sheds and water stations,	\$55,000 00	
6. Engine-houses, car-sheds and turn-tables,	22,000 00	
7. Interest paid during construction, discount, &c.,	-	-
8. Engineering, agencies, salaries and other expenses during construction,	119,715 74	
9. <i>Total expended for construction,</i>		\$2,337,707 22
10. Average cost of construction per mile of road built by company,		43,597 67
11. Same per mile of single track built by company, not including sidings,		Same.
12. Proportion of cost of construction for Massachusetts,		235,645 40
EQUIPMENT.		
13. Locomotives and snow-plows,	138,469 39	
14. Passenger, mail and baggage cars,	24,971 86	
15. Freight and other cars,	158,825 07	
16. Machine-shops, machinery and tools,	29,333 52	
17. <i>Total for equipment,</i>		351,599 84
18. Average cost of equipment <i>per mile of road operated</i> by company,		6,557 25
19. Proportion for Massachusetts,		45,883 87
PROPERTY PURCHASED.		
20. branch, original cost,		
purchased for	None.	
21. Stock of road, shares, purchased for	None.	
22. Bonds of Ashuelot road, nominal amount purchased for	160,000 00	
23. Steamboat nominal amount, purchased for	None.	
24. Lands in Mass. not necessary for operation of road,	9,000 00	
Lands in N. H. [included in construction account],	16,000 00	
25. Other property purchased,	-	
26. <i>Total property purchased,</i>		160,000 00
27. Property in Massachusetts (including proportion of equipment),		54,883 87
28. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		2,849,307 06
29. Proportion for Massachusetts,		289,735 72
30. Amount of sinking and contingent funds,		None.

Description of Road.

1. Length of main line of road from Bellows Falls to South Ashburnham,	53.62 miles.
Length of main line of road in Massachusetts,	10.81 miles.
In other States, specifying each [New Hampshire],	42.81 miles.
2. Length of line with track laid, if road is not completed,	None.
3. Length of double track on main line,	None.
4. Branches owned by company. Name and description of each single or double track, length,	None.
5. Total length of branches owned by company,	
6. Total length of branches owned by company in Massachusetts,	
7. Total length of branches owned by company in other States, specifying each,	

8. Length of double track on branches,	None.
9. Total length of road belonging to this company,	*53.62 miles.
10. Aggregate length of sidings and other tracks not above enumerated,	11.2 miles.
11. Same in Massachusetts,	2.5 miles.
12. Aggregate length of tracks belonging to this company, computed as single track,	64.82 miles.
13. Same in Massachusetts,	13.31 miles.
14. Total length of steel rails in tracks belonging to this company,	3.28 miles.
[Weights per yard, 57 lbs.]	
15. Total length of steel-top rails in tracks belonging to this company, . . . . .	.1 mile.
[Weights per yard, 60 lbs.]	
16. Miles of telegraph on line of road,	53.62
17. Miles of telegraph owned by this company,	None.
18. Number of telegraph offices in company's stations,	13
19. Number of telegraph stations operated by this company,	9
20. Number of telegraph stations operated jointly by railroad and telegraph company,	4
21. Number of spans of bridges of 25 feet and upwards,	16
22. Number of iron bridges (aggregate length,)	None.
23. Number of wooden bridges (aggregate length, 1,325 ft.),	16

24. BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	Kind.	Material.	Length.	When built.
Winchendon,	How Truss,	Wood,	45 feet,	Nov. 1871.
Fitzwilliam,	"	"	48 feet,	Dec. 1871.
Fitchwilliam,	"	"	37 feet,	Oct. 1872.

25. Number of crossings of highways at grade,	43
26. Number of crossings of highways over railroad,	8
27. Number of crossings of highways under railroad,	6
28. Number of highway bridges 18 feet above track,	7
29. Number of highway bridges less than 18 feet above track,	None.
30. Number of crossings at which gates or flagmen are maintained,	2
31. Number of crossings at which there are neither gates nor flagmen,	41
32. Number of railroad crossings at grade,	None.
33. Number of railroad crossings over other railroads,	None.
34. Number of railroad crossings under other railroads,	None.

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

35. Name, description and length of each,
 [Ashuelot Railroad, Keene to South Vernon, under lease, and a joint use under lease of the Vermont and Massachusetts Railroad between South Ashburnham and Fitchburg.]

* Not including 10 1-2 miles South Ashburnham to Fitchburg, which is used jointly with the Vt. and Mass. R. R. under lease.

36. Total length of above roads,	34.5 miles.
37. Total length of above roads in Massachusetts, .	10.5 miles.
38. Total length of above roads in other States, specifying each [Ashuelot Railroad in N. H.],	24 miles.
39. Total miles of road operated by this company,	88.12
40. Total miles of road operated by this company in Massachusetts,	21.30
41. Number of stations on all roads operated by this company,	33
42. Same in Massachusetts,	7
Rolling Stock.	
	Total number. Per mile of road operated.
1. Locomotives (average weight of engines in working order, 29 tons),	28 .31
2. Tenders (average weight of tenders full of fuel and water, 17 tons),	28 .31
(Average joint weight of engines and tenders, 46 tons),	- -
3. Snow-plows (av'ge weight [with car], 10 tons),	2 .022
4. Passenger cars (average weight, 15½ tons),	22 .25
5. Mail and baggage cars (average weight, 12 tons),	10 .11
6. 8-wheel box freight cars (av'ge weight, 8½ tons),	253
7. 4-wheel box freight cars (average weight,),	None.
8. 8-wheel platform cars (average weight, 6½ tons),	151
9. 4-wheel platform cars (average weight,),	None.
10. Other cars (coal, gravel, &c.) [4-wheel], . . .	10
11. Total freight cars, including coal, &c., on a basis of 8 wheels,	409 4.64
12. Number of locomotives equipped with train brakes,	None.
(Kind of brake,),	- -
13. Number of cars equipped with train brakes, . .	1
(Kind of brake, Westinghouse),	1
14. Number of passenger cars in proportion to passengers carried one mile,	299,585
Mileage, Traffic, &c.	
1. Miles run by passenger trains,	124,405
2. Rate of speed of express passenger trains, including stops,	25 miles per hour.
3. Rate of speed of accommodation trains, including stops,	22 miles per hour.
4. Miles run by freight trains,	482,297
5. Rate of speed of freight trains, including stops,	10 miles per hour.
6. Miles run by other trains, and for what purposes [wood and gravel],	15,554
7. Total train miles run,	622,256
8. Number of through passengers (whole length of road),	44,082
9. Number of local passengers (over part of road),	148,152
10. Total number of passengers carried,	192,234
11. Total passenger mileage, or passengers carried one mile,	6,590,886
12. Passenger mileage to and from other roads, . .	4,609,186
13. Number of tons carried,	412,432
14. Total freight mileage, or tons carried one mile,	22,909,589
15. Freight mileage to and from other roads, . . .	22,115,804
16. Average rate of fare per mile (not including season tickets) received from passengers on roads occupied by this company,	3.34 cts.
17. Average rate of fare per mile received from passengers to and from other roads,*	3.3 cts.

* After deducting all allowances for tolls, use of cars, &c.

18. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket,	2 4-10 mills.||
Average rate of fare per mile for <i>all</i> passengers,	3 15-100 cts.
19. Average rate of freight per ton per mile on roads operated by this company,	2 71-100 cts.
20. Average rate of freight per ton per mile to and from other roads,	2 1-10 cts.
21. Average number of cars in passenger trains, including baggage cars,	4 1-2
22. Average number of cars in freight trains (basis of 8 wheels),	12
23. Average weight of passenger trains, including locomotive and tender, in working order,	103 1-2 tons.
24. Average weight of freight trains, including locomotive and tender, in working order,	141 tons.
25. Number of persons regularly employed by company, including officials,	430

Classification of Business.

PASSENGERS.

1. Passengers coming from other States,†	56,236
2. Passengers going to other States,†	49,340
3. Passengers travelling only within this State,	33,598
4. Total season-ticket passengers (round trip),	5,875
5. Passengers to Boston (including season),‡	-
6. Passengers from Boston (including season),‡	-
7. Season-ticket passengers to and from Boston (one round trip daily),‡	-

FREIGHT, IN TONS.

	Brought from other States.	Carried to other States.	Carried within this State only.	Taken from Boston.‡	Carried to Boston.‡
1. Anthracite coal,	-	-	-	-	No means of answering these questions.
2. Bituminous coal,	-	-	-	-	
3. Petroleum,	-	-	-	-	
4. Railroad iron, including steel and steel-capped rails,	-	-	-	-	
5. Castings and other iron,	-	-	-	-	
6. Other metals,	-	-	-	-	
7. Iron and other ores,	-	-	-	-	
8. Stone and brick,	-	-	-	-	
9. Lime, cement and sand,	-	-	-	-	
10. Lumber,	-	-	-	-	
11. Ice,	-	-	-	-	
12. Live stock,	-	-	-	-	
13. Dressed carcasses, smoked and salted meats,	-	-	-	-	
14. Flour,	-	-	-	-	
15. Grain,	-	-	-	-	
16. Other agricultural products,	-	-	-	-	
17. Manufactures not included above,§	-	-	-	-	
18. Merchandise,§	-	-	-	-	
19. Other articles,	-	-	-	-	
20. Total tons carried,	-	-	-	-	

* After deducting all allowances for tolls, use of cars, &c.

† Apply only to roads crossing the State line.

‡ Apply only to the roads terminating in Boston.

§ Manufactured articles starting from the place of manufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depot for sale, they become a part of the general merchandise of the place, and on any second transit are to be reckoned under the second head.

|| Our season-ticket rates are not on the above basis, they averaging but one or two trips per week.

Expenditures Charged to Capital Account during the Year.

1. Main line, extension or alteration of road,	-
2. Branches, extension or alteration of road, specifying each, .	-
3. Double track extension,	-
4. Land,	-
5. Passenger and freight stations, wood-sheds and water stations,	-
6. Engine-houses, car-sheds, and turn-tables,	-
7. New locomotives and snow-plows,	-
8. New passenger cars,	-
9. New mail and baggage cars,	-
10. New freight cars,	-
11. Machine-shops, machinery and tools,	-
12. Purchase of other roads, specifying what,	-
13. Subscriptions or loans to other roads, specifying what, . .	-
14. Any other expenditures charged to capital account [Ash- uelot Railroad bonds],	\$10,000 00
15. TOTAL,	-

Expenditures on Operating Account for the Year.

MAINTENANCE OF WAY AND BUILDINGS.

1. Repairs of road, exclusive of bridges and new rails,† . . .	\$67,895 05
2. New iron rails, deducting old rails sold (number of miles, 7½, weight per yard, 60 lbs.),‡	16,091 11
3. Steel rails (number of miles 3 33-100, weight per yard 57 lbs.),	36,508 11
4. Repairs of bridges,	2,803 15
5. Repairs of buildings and fixtures,	29,708 39
6. Repairs of fences, road crossings and signs,	1,327 22
7. Removing ice and snow,	1,568 69
8. Other expenses,	2,168 89
9. Total for maintenance of way and buildings,	158,070 61
10. Per mile of road kept in repair,	2,949 84
11. Per mile of single track kept in repair, not including sidings,	Same.
12. Of the above total there was expended for other than ordi- nary repairs,	None.

TRAFFIC EXPENSES.

13. Repairs of locomotives and snow-plows,*	44,247 51
14. New locomotives and snow-plows,*	21,000 00
15. Repairs of machine-shops and machinery,*	67 16
16. New machine-shops and machinery,*	950 00
17. Repairs of passenger, baggage and mail cars,*	18,669 19
18. New passenger, baggage and mail cars,*	2,500 00
19. Repairs of freight and other cars,*	33,247 78
20. New freight and other cars,*	3,500 00
21. Fuel—number of cords of wood, 22,617; cost,†	118,081 15
22. Fuel—number of tons of coal, 895; cost,†	8,346 86
23. Oil and waste,†	10,567 79
24. Amount paid other corporations or individuals not operating railroads, for use of cars, and for repairs of same	None.
25. Salaries, wages and incidentals, chargeable to passenger department,	22,166 13
26. Salaries, wages and incidentals, chargeable to freight depart- ment,	95,173 70
27. Wages of switchmen, gate-keepers, signal-men, and watch- men, unless included above,	7,245 89
28. Gratuities and damages, passenger account,	44 50
29. Gratuities and damages, freight account,	1,248 15
30. Other expenditures,	2,726 83

* To include oil, fuel, clerks, watchmen, and incidentals about shops.

† For cars and engines.

‡ Including labor and materials in new sidings.

31. <i>Total of traffic expenses,</i>	\$389,782 64
32. Per mile of road operated,	6,078 95
33. Per mile of single track operated, not including sidings, . .	Same.

MISCELLANEOUS.

34. Amount paid other companies as rent for use of road, specifying each company and amount [Vt. & Mass. Railroad Co.],	51,500 00
35. Telegraph expenses,	2,261 29
36. United States taxes and stamps,	1,725 64
37. State taxes,	21,607 09
38. Local taxes,	698 10
39. Insurance, loss by fire, and damages paid for fires set by engines,	5,979 89
40. General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the foregoing items,	9,286 90
41. <i>Total miscellaneous,</i>	93,058 91
42. TOTAL EXPENDITURES FOR OPERATING THE ROAD,	640,912 16
43. Per mile of the road operated,	9,593 92
44. Per mile of single track operated, not including sidings, . .	Same.
45. Per train mile,	1 03
46. Proportion for Massachusetts,	204,479 68
47. Percentage of expenditures to income,	77 7-10

Revenue for the Year.

1. Receipts from local passengers on roads operated by this company,	\$55,707 05
2. Receipts from passengers from and to other roads over roads operated by this company,	152,113 13
3. Receipts from passengers over other roads as tolls, or for use of cars of this company,	11,450 00
4. Receipts from local freight on roads operated by this company,	39,481 62
5. Receipts from freight from and to other roads over roads operated by this company,	475,350 23
6. Receipts from freight over other roads as tolls, or for use of cars of this company,	63,778 25
7. Receipts for express,	10,830 52
8. Receipts for mails,	7,500 00
9. Receipts as rents for use of road and equipment, when leased,	None.
10. Receipts as rents for use of property other than above, . .	8,552 54
11. Total earnings,	824,763 34
12. Per mile of road operated,	12,862 81
13. Per mile of road operated,—computed as single track, not including sidings,	Same.
14. Per train mile,	1.32 1-2
15. Proportion for Massachusetts,	274,106 48
16. Income from other roads,	None.
17. Income from all other sources,	None.
18. TOTAL INCOME,	824,763.34
19. Percentage of income to capital stock and debt,	28 1-2
20. Percentage of income to total means applied to construction, equipment, &c.,	22 4-10

Net Income, Dividends, &c.

1. Total net income above operating expenses,	\$183,851 18
2. Percentage of net income to capital stock and debt, . . .	6 1-3
3. Percentage of net income to total means applied to construction, equipment, &c.,	5.
4. Paid for interest,	49,388 36
5. Paid in dividends per cent. for the year,	105,000 00

6. Paid to sinking funds,	None.
7. Balance for the year or surplus,	\$29,462 82
8. Surplus at commencement of the year [corrected],	88,906 75
9. Total surplus,	118,369 57
10. Invested as follows:—	
Cash and loans,	46,047 51
Balance of accounts due from other roads,	
Other uncollected accounts,	\$72,322.06; balance of those acc'ts.
Materials for repairs,	
Fuel and stores,	
Any other items,	

General Balance Sheet at last Closing of Accounts.

DR.

To cash,	\$46,047 51
Construction,	2,689,307 06
Fuel, iron and material for repairs,	214,507 00
Ashuelot Railroad,	160,000 00
	<hr/>
	\$3,109,861 57

CR.

By capital stock,	\$2,153,300 00
Unclaimed dividends,	\$4,038 00
Profit and loss,	118,369 57
	<hr/>
	122,407 57
Bonds,	809,200 00
Bond warrants,	24,954 00
	<hr/>
	\$3,109,861 57

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCON- DUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	—	—	—	—	—	—
Employés,	—	—	—	—	—	—
Others,	—	—	1	—	1	—

Statement of each Accident.

February 20, 1872.—Daniel Collins, a deaf man, while walking on the track in Winchendon, was run over by a freight train and killed. The jury of inquest fully exonerated the company from all blame.

Name and Residence of Officers.

E. Murdock, Jr., *President*, Winchendon; R. Stewart, *Superintendent*, Keene, N. H.; George A. Brown, *General Ticket Agent*, Keene; C. G. Chandler, *General Freight Agent*, Keene; F. H. Kingsbury, *Cashier*, Keene; F. A. Perry, *Master Mechanic*, Keene; H. H. Stone, *Purchasing Agent*, Keene; R. Hyland, *Road Master and Wood Agent*, Keene.

Proper Address for the Company.

CHESHIRE RAILROAD COMPANY, KEENE, N. H.
Treasurer's office, No. 13 Railroad Exchange, Boston.

E. MURDOCK, JR.,
THOMAS M. EDWARDS,
WILLIAM A. BRIGHAM,
J. HENRY ELLIOT,
ISAAC M. MURDOCK,
SAM'L GOULD,

Directors of the Cheshire Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS, November 14, 1872. Then personally appeared E. Murdock, Jr., Thomas M. Edwards, William A. Brigham, J. Henry Elliot, and Isaac M. Murdock, and severally made oath to the truth of the foregoing statement, by them subscribed. Before me,

EDWARD BLAKE, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. November 14, 1872. Then personally appeared Samuel Gould, and made oath to the truth of the foregoing statement by him subscribed. Before me,

WILLIAM M. LATHROP, *Justice of the Peace.*

REPORT

OF THE

CONNECTICUT RIVER RAILROAD,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts.

1. Capital stock authorized by charter,	\$2,370,000 00
2. Capital stock authorized by votes of company,	2,000,000 00
3. Capital stock paid in (number of shares, 18,500), [Premium,]	1,850,000 00 45,885 00
4. Capital stock issued,	1,850,000 00
5. Capital stock paid in per mile of road owned by company,	32,771 91
6. Capital stock paid in, proportion for Massachu- setts,	All. 100 00
7. Par value of shares,	
8. Funded debt as follows:—	
1st mortgage bonds, due Sept. 1, 1878, rate of interest, 6 per cent.,	\$250,000 00
2d mortgage bonds, due rate of interest,	— —
3d mortgage bonds, due rate of interest,	— —
9. Total amount of funded debt,	250,000 00
10. Unfunded debt, incurred for construction, equip- ment or purchase of property,	135,456 36
11. Debt incurred for any other purpose, and for what [materials, &c.],	82,043 64
12. Total amount of debt,	467,500 00
13. Proportion of debt for Massachusetts,	All. 8,370 64
14. Proportion of debt per mile of road,	
15. Total cash realized from capital and debt,	2,363,385 00
16. Total amount of income which has been ex- pended (in addition to funds derived from capital and debts) in construction, equip- ment and purchase of property,	— —
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,	2,281,341 36
18. Proportion of above for Massachusetts,	Whole.
19. Number of stockholders,	730
20. Amount of stock held in Massachusetts,	\$1,424,200 00
21. Number of stockholders in Massachusetts,	554

Cost of Road, Equipment and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.

1. Grading and masonry	\$687,144 35
2. Bridging,	48,298 34
3. Superstructure, including rails,	602,611 01
4. Land, land damages and fences,	299,405 46
5. Passenger and freight stations, wood-sheds and water stations,	} 136,910 30
6. Engine-houses, car-sheds and turn-tables,	

7. Interest paid during construction, discount, &c.,	\$78,393 82	
8. Engineering, agencies, salaries and other expenses during construction,	83,651 98	
9. <i>Total expended for construction</i> ,		\$1,936,515 26
10. Average cost of construction per mile of road built by company,		34,673 50
11. Same per mile of single track built by company, not including sidings,		32,628 73
12. Proportion of cost of construction for Massachusetts,		All.

EQUIPMENT.

13. Locomotives and snow-plows,	\$93,665 11	
14. Passenger, mail and baggage cars,	51,665 34	
15. Freight and other cars,	80,483 44	
16. Machine-shops, machinery and tools [included in items 5 and 6],	-	-
17. <i>Total for equipment</i> ,		225,813 89
18. Average cost of equipment <i>per mile of road operated</i> by company,		4,043 22
19. Proportion for Massachusetts,		All.

PROPERTY PURCHASED.

20. Easthampton branch, original cost \$119,012.21, purchased for	119,012 21	
21. Stock of road, shares, purchased for	-	-
22. Bonds of road, nominal amount, purchased for	-	-
23. Steamboat nominal amount, purchased for	-	-
24. Lands in not necessary for operation of road,	-	-
25. Other property purchased,	-	-
26. <i>Total property purchased</i> ,		119,012 21
27. Property in Massachusetts (including proportion of equipment),		All.
28. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		2,281,341 36
29. Proportion for Massachusetts,		All.
30. Amount of sinking and contingent funds,		132,907 68

Description of Road.

1. Length of main line of road from Springfield to So. Vernon,	50 miles.
Length of main line of road in Massachusetts,	All.
In other States, specifying each,	-
2. Length of line with track laid, if road is not completed,	-
3. Length of double track on main line,	3 1-2 miles.
4. Branches owned by company. Name and description of each single or double track, ; length,	-
[Chicopee Falls Branch, from Chicopee to Chicopee Falls, single track,]	2.35 miles.
Easthampton,—Mt. Tom to Easthampton, single track,]	3 1-2 miles.
5. Total length of branches owned by company,	5.85 miles.
6. Total length of branches owned by company in Massachusetts,	5.85 miles.
7. Total length of branches owned by company in In other States, specifying each,	-
8. Length of double track on branches,	None.

9. Total length of road belonging to this company,	55.85 miles.
10. Aggregate length of sidings and other tracks not above enumerated,	20 miles.
11. Same in Massachusetts,	All.
12. Aggregate length of tracks belonging to this company, computed as single track,	79.35 miles.
13. Same in Massachusetts,	All.
14. Total length of steel rails in tracks belonging to this company,	14 miles.
[Weights per yard, 56 lbs.]	
15. Total length of steel-top rails in tracks belonging to this company,	- . -
[Weights per yard, 56 lbs.]	
16. Miles of telegraph on line of road,	52.35 miles.
17. Miles of telegraph owned by this company, . .	None.
18. Number of telegraph offices in company's stations,	12
19. Number of telegraph stations operated by this company,	8
20. Number of telegraph stations operated jointly by railroad and telegraph company,	4
21. Number of spans of bridges of 25 feet and upwards,	20
22. Number of iron bridges [in side track] (aggregate length, 80 feet),	1
23. Number of wooden bridges (aggregate length, 2,674 feet),	9
24. BRIDGES BUILT WITHIN THE YEAR.	
[None.]	
25. Number of crossings of highways at grade, . .	54
26. Number of crossings of highways over railroad,	5
27. Number of crossings of highways under railroad,	7
28. Number of highway bridges 18 feet above track,	5
29. Number of highway bridges less than 18 feet above track,	None.
30. Number of crossings at which gates or flagmen are maintained,	2
31. Number of crossings at which there are neither gates nor flagmen,	52
32. Number of railroad crossings at grade,	1
33. Number of railroad crossings over other railroads,	None.
34. Number of railroad crossings under other railroads,	None.
ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.	
35. Name, description and length of each, . . .	- -
36. Total length of above roads,	- -
37. Total length of above roads in Massachusetts, . .	- -
38. Total length of above roads in other States, specifying each,	- -
39. Total miles of road operated by this company,	55.85
40. Total miles of road operated by this company in Massachusetts,	All.
41. Number of stations on all roads operated by this company,	18
42. Same in Massachusetts,	18

Rolling Stock.		Total number.	Per mile of road operated.
1. Locomotives (average weight of engines in working order, 47,762 lbs.),	18	.322	
2. Tenders (average weight of tenders full of fuel and water, 30,000 lbs.),	—	—	
[Average joint weight of engines and tenders, 77,762 lbs.],	—	—	
3. Snow-plows (average weight, 1—4,000 lbs; 18—360 lbs.),	19		
4. Passenger cars (average weight, 17 tons),	24	.429	
5. Mail and baggage cars (average weight, 13 tons),	10	.179	
6. 8-wheel box freight cars (av'ge weight, 8 tons),	134		
7. 4-wheel box freight cars (av'ge weight,)	None.		
8. 8-wheel platform cars (av'ge weight, 6½ tons),	135		
9. 4-wheel platform cars (average weight, 2 tons),	20		
10. Other cars (coal, gravel, &c.),	45		
11. Total freight cars, including coal, &c., on a basis of 8 wheels,	301	5.389	
12. Number of locomotives equipped with train brakes,		1	
(Kind of brake, "Westinghouse.")			
13. Number of cars equipped with train brakes,		4	
(Kind of brake, "Westinghouse.")			
14. Number of passenger cars in proportion to passengers carried one mile,		1 to 457,752.	
Mileage, Traffic, &c.			
1. Miles run by passenger trains,		168,599	
2. Rate of speed of express passenger trains, including stops,	29 miles.		
3. Rate of speed of accommodation trains, including stops,	24 miles.		
4. Miles run by freight trains,	15 miles.	142,127	
5. Rate of speed of freight trains, including stops,			
6. Miles run by other trains, and for what purposes [wood and construction],		13,327	
7. Total train miles run,		324,053	
8. Number of through passengers (whole length of road),		53,182	
9. Number of local passengers (over part of road)		932,322	
10. Total number of passengers carried,		985,504	
11. Total passenger mileage, or passengers carried one mile,		10,986,048	
12. Passenger mileage to and from other roads,		3,411,887	
13. Number of tons carried,		383,770	
14. Total freight mileage, or tons carried one mile,		9,729,463	
15. Freight mileage to and from other roads,		8,298,844	
16. Average rate of fare per mile (not including season tickets) received from passengers on roads occupied by this company,		3.2 cents.	
17. Average rate of fare per mile received from passengers to and from other roads,*		3.53 cents.	
18. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket,		0.825 cents.	
Average rate of fare per mile for all passengers,		2.9 cents.	
19. Average rate of freight per ton per mile on roads operated by this company,		7.3 cents. *	
20. Average rate of freight per ton per mile to and from other roads,*		3.2 cents.	
21. Average number of cars in passenger trains, including baggage cars,		5	

* After deducting all allowances for tolls, or use of cars, &c.

22. Average number of cars in freight trains (basis of 8 wheels),	25
23. Average weight of passenger trains, including locomotive and tender, in working order,	120 tons.
24. Average weight of freight trains, including locomotive and tender, in working order,	239 tons.
25. Number of persons regularly employed by company, including officials,	404

Classification of Business.

PASSENGERS.

1. Passengers coming from other States,†	32,506
2. Passengers going to other States,†	30,833
3. Passengers travelling only within this State,	922,165
4. Total season-ticket passengers (round trip),	70,278
5. Passengers to Boston (including season) [main line],†	-
6. Passengers from Boston (including season) [main line],†	-
7. Season-ticket passengers to and from Boston (one round trip daily),†	-

FREIGHT, IN TONS.

	Brought from other States.	Carried to other States.	Carried within this State only.	Taken from Boston.†	Carried to Boston.†
1. Anthracite coal,	65	380	58,100	-	-
2. Bituminous coal,	-	301	19,990	-	-
3. Petroleum,	-	12	213	-	-
4. Railroad iron, including steel and steel-capped rails,	-	-	654	-	-
5. Castings and other iron,	369	143	4,344	-	-
6. Other metals,	62	14	158	-	-
7. Iron and other ores,	756	6	1,654	-	-
8. Stone and brick,	815	21	36,865	-	-
9. Lime, cement and sand,	1,827	663	9,390	-	-
10. Lumber,	45,057	596	16,233	-	-
11. Ice,	-	-	-	-	-
12. Live stock,	1,009	73	2,488	-	-
13. Dressed carcasses, smoked and salted meats,	125	4	448	-	-
14. Flour,	3,112	151	4,317	-	-
15. Grain,	16,492	352	10,793	-	-
16. Other agricultural products,	2,867	1,125	7,351	-	-
17. Manufactures not included above,§	7,510	9,613	24,766	-	-
18. Merchandise,§	20,161	10,336	56,791	-	-
19. Other articles,	990	132	4,076	-	-
20. Total tons carried,	101,217	23,922	258,631	-	-

Expenditures Charged to Capital Account during the Year.

1. Main line, extension or alteration of road,	\$1,552 60
2. Branches, extension or alteration of road, specifying each [Easthampton],	119,012 21
3. Double track extension,	11,084 51
4. Land,	6,692 52
5. Passenger and freight stations, wood-sheds and water stations,	-

† Apply only to roads crossing the State line.

‡ Apply only to the roads terminating in Boston.

§ Manufactured articles starting from the place of manufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depot for sale, they become a part of the general merchandise of the place, and on any second transit are to be reckoned under the second head.

6. Engine-houses, car-sheds and turn-tables,	-
7. New locomotives and snow-plows,	-
8. New passenger cars,	-
9. New mail and baggage cars,	-
10. New freight cars,	-
11. Machine-shops, machinery and tools,	-
12. Purchase of other roads, specifying what,	-
13. Subscriptions or loans to other roads, specifying what,	-
14. Any other expenditures charged to capital account,	-
15. TOTAL,	\$138,341 84
[Gravel cars sold and credited to construction,]	4,000 00

Expenditures on Operating Account for the Year.

MAINTENANCE OF WAY AND BUILDINGS.

1. Repairs of road, exclusive of bridges and new rails,*	\$77,090 95
2. New iron rails, deducting old rails sold (number of miles, $5\frac{1}{2}$ weight per yard 56 lbs.),*	51,300 00
3. Steel rails (number of miles, weight per yard),	-
4. Repairs of bridges,	3,896 10
5. Repairs of buildings and fixtures,	37,177 49
6. Repairs of fences, road crossings and signs,	2,910 87
7. Removing ice and snow,	1,074 54
8. Other expenses,	-
9. Total for maintenance of way and buildings,	173,449 95
10. Per mile of road kept in repair,	21,955 60
11. Per mile of single track kept in repair, not including sidings,	29,905 10
12. Of the above total there was expended for other than ordinary repairs,	-

TRAFFIC EXPENSES.

13. Repairs of locomotives and snow-plows,†	16,380 79
14. New locomotives and snow-plows,†	10,400 00
15. Repairs of machine-shops and machinery,†	1,154 69
16. New machine-shops and machinery,†	-
17. Repairs of passenger, baggage and mail cars,†	16,804 22
18. New passenger, baggage and mail cars,†	9,500 00
19. Repairs of freight and other cars,†	18,232 56
20. New freight and other cars,†	-
21. Fuel—number of cords of wood, 6,260; cost,†	39,170 94
22. Fuel—number of tons of coal, 2,779; cost,†	24,934 38
23. Oil and waste,†	5,223 09
24. Amount paid other corporations or individuals not operating railroads, for use of cars, and for repairs of same,	-
25. Salaries, wages and incidentals, chargeable to passenger department,	53,261 83
26. Salaries, wages and incidentals, chargeable to freight department,	76,783 83
27. Wages of switchmen, gate-keepers, signal-men, and watchmen, unless included above,	-
28. Gratuities and damages, passenger account,	2,911 95
29. Gratuities and damages, freight account,	1,344 36
30. Other expenditures,	-
31. Total of traffic expenses,	276,102 64
32. Per mile of road operated,	34,949 70
33. Per mile of single track operated, not including sidings,	47,603 90

MISCELLANEOUS.

34. Amount paid other companies as rent for use of road, specifying each company and amount [Mt. Tom & Easthampton],	4,083 33
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* Including labor and materials in new sidings.

† To include oil, fuel, clerks, watchmen, and incidentals about shops.

‡ For cars and engines.

35. Telegraph expenses,	-
36. United States taxes and stamps,	\$2,411 98
37. State taxes,	32,171 36
38. Local taxes,	2,439 84
39. Insurance, loss by fire, and damages paid for fires set by engines,	2,709 95
40. General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the foregoing items,	24,517 90
41. <i>Total miscellaneous</i> ,	68,334 36
42. TOTAL EXPENDITURES FOR OPERATING THE ROAD,	517,886 95
43. Per mile of the road operated,	9,272 81
44. Per mile of single track operated, not including sidings,	8,725 98
45. Per train mile,	1 60
46. Proportion for Massachusetts,	All.
47. Percentage of expenditures to income,	{ About 70.6 per ct.

Revenue for the Year.

1. Receipts from local passengers on roads operated by this company,	\$202,709 41
2. Receipts from passengers from and to other roads over roads operated by this company,	120,537 65
3. Receipts from passengers over other roads as tolls, or for use of cars of this company,	-
4. Receipts from local freight on roads operated by this company,	105,467 11
5. Receipts from freight from and to other roads over roads operated by this company,	270,068 97
6. Receipts from freight over other roads as tolls, or for use of cars of this company,	-
7. Receipts for express	13,065 99
8. Receipts for mails,	6,059 56
9. Receipts as rents for use of road and equipment, when leased,	-
10. Receipts as rents for use of property other than above,	11,402 29
11. Total earnings,	729,310 98
12. Per mile of road operated,	13,058 38
13. Per mile of road operated,—computed as single track, not including sidings,	12,288 31
14. Per train mile,	2,250 59
15. Proportion for Massachusetts,	All.
16. Income from other roads,	-
17. Income from all other sources,*	4,057 49
18. TOTAL INCOME,	733,368 47
19. Percentage of income to capital stock and debt,	{ About 31 per cent.
20. Percentage of income to total means applied to construction, equipment, &c.,	{ About 32 per cent.

Net Income, Dividends, &c.

1. Total net income above operating expenses,	\$215,481 52
2. Percentage of net income to capital stock and debt,	{ About 11 per cent.
3. Percentage of net income to total means applied to construction, equipment, &c.,	{ About 11½ per cent.
4. Paid for interest,	27,598 62
5. Paid in dividends 10 per cent. for the year,	170,000 00
6. Paid to sinking funds,	8,000 00
7. Balance for the year or surplus,	17,882 90
8. Surplus at commencement of the year,	217,102 22

* Revenue not reported as per balance sheets of 1871 and 1872, \$7,152.31. [Com.]

9. Total surplus,*	\$226,985 12
10. Invested as follows:—	
Cash and loans [cash],	41,256 59
Balance of accounts due from other roads,	} 75,677 99
Other uncollected accounts,	
Materials for repairs,	} 100,378 75
Fuel and stores,	
Any other items [stocks, real estate and notes],	9,671 79

General Balance Sheet at last Closing of Accounts.

DR.

Cost of road and equipment,	\$2,281,341 36
Materials,	100,378 75
Ferry stock and real estate,	4,678 12
Bills receivable,	3,893 67
Suspense account,	290 41
Post-office department,	1,669 05
National tax,	1,839 55
Dues from individuals and corporations,	255,580 88
Dues from station agents,	83,186 45
Commissioners of sinking fund,	132,907 68
Investments,	1,100 00
Paymaster,	22,881 43
Cash,	41,256 59
	<hr/> \$2,931,003 94

CR.

Capital stock,	\$1,850,000 00
Premium,	45,885 00
Mortgage bonds, due Sept. 1, 1878,	250,000 00
Bills payable,	140,000 00
Unclaimed dividends,	2,151 00
Dues to individuals and corporations,	200,114 37
Sinking fund,	132,907 68
Surplus earnings,	193,407 80
Expense bills payable,	51,232 05
Commonwealth of Massachusetts,	31,728 72
Profit and loss,	33,577 32
	<hr/> \$2,931,003 94

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCON- DUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	—	—	—	—	—	—
Employés,	—	—	2	—	2	—
Others,	—	—	—	1	—	1

* Total surplus, as per balance sheet, \$359,892.80; and surplus for the year, \$25,035.21. [Com.]

Statement of each Accident.

January 23, 1872.—A brakeman of this company named Arthur Marsh, aged about 18 years, was run over by a portion of the stone train, then hauling stone from the quarry, a short distance north of Holyoke station. Marsh, after shackling the engine to the train, sat upon the box on the rear of the tender, having his feet resting on the front of the forward car. The cars became detached from the engine, which ran ahead, letting Marsh drop in front of the cars, which passed over him, causing instant death. Verdict in accordance with the above facts.

May 3.—A helper, at South Deerfield, named Edwin A. Sprague, aged about twenty years, was killed by being crushed between two freight cars; one of which was standing at the freight house in South Deerfield, while the other was being moved up to it by hand power. Sprague stepped between the cars, for the purpose of shackling, and was caught between the bunters. Verdict in accordance with the above facts.

August 27.—A boy, in no way connected with this road, named Edward Shepard, aged about 16 years, in attempting to get upon a passenger train, which was being switched in the yard at Springfield, missed his footing, and fell in such a manner that the wheels passed over one arm, necessitating amputation thereof.

Name and Residence of Officers.

Daniel L. Harris, *President*, Springfield; Seth Hunt, *Treasurer and Clerk*, Northampton; J. Mulligan, *Superintendent*, Springfield.

Proper Address for the Company.

CONNECTICUT RIVER RAILROAD COMPANY, SPRINGFIELD, MASS.

D. L. HARRIS,
IGNATIUS SARGENT,
S. M. WAITE,
I. M. SPELMAN,
ROLAND MATHER,
OSCAR EDWARDS,

Directors of the Connecticut River Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. November 15, 1872. Then personally appeared D. L. Harris, Ignatius Sargent, S. M. Waite, I. M. Spelman, Roland Mather and Oscar Edwards, and severally made oath to the truth of the foregoing statement by them subscribed.

CHAS. E. STEVENS, *Justice of the Peace.*

REPORT

OF THE

DANVERS RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

[This road is operated by the Boston & Maine Railroad Company.]

Capital Stock and Debts.

1. Capital stock authorized by charter,	\$100,000 00
2. Capital stock authorized by votes of company,	—
3. Capital stock paid in (number of shares,),	67,500 00
4. Capital stock issued,	—
5. Capital stock paid in per mile of road owned by company,	7,297 28
6. Capital stock paid in, proportion for Massachusetts,	All.
7. Par value of shares,	—
8. Funded debt as follows:—	
1st mortgage bonds, due, rate of interest,	—
2d mortgage bonds, due, rate of interest,	—
3d mortgage bonds, due, rate of interest,	—
9. Total amount of funded debt,	150,000 00
10. Unfunded debt incurred for construction, equipment or purchase of property,	[Outlawed] 26,956 02
11. Debt incurred for any other purpose, and for what,	The Danvers Railroad acknowledges no debt except the \$150,000, as above stated. 244,456 02
12. Total amount of debt,	
13. Proportion of debt for Massachusetts,	
14. Proportion of debt per mile of road,	
15. Total cash realized from capital and debt,	
16. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property,	—
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,	244,456 02
18. Proportion of above for Massachusetts,	—
19. Number of stockholders,	—
20. Amount of stock held in Massachusetts,	—
21. Number of stockholders in Massachusetts,	—

Cost of Road, Equipment and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.

1. Grading and masonry,	\$90,208 49
2. Bridging,	—
3. Superstructure, including rails,	81,101 69
4. Land, land damages and fences,	31,703 13
5. Passenger and freight stations, wood-sheds and water stations,	9,524 17
6. Engine-houses, car-sheds and turn-tables,	—

7. Interest paid during construction, discount, &c.	-	-
8. Engineering, agencies, salaries and other expenses during construction,	\$31,918 54	
9. <i>Total expended for construction</i> ,		\$244,456 02
10. Average cost of construction per mile of road built by company,		27,161 00
11. Same per mile of single track built by company, not including sidings,		27,161 00
12. Proportion of cost of construction for Massachusetts,		All in Mass.

EQUIPMENT.

[All belongs to Boston & Maine Railroad.]

28. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		244,456 02
29. Proportion for Massachusetts,		All.
30. Amount of sinking and contingent funds,	-	-

Description of Road.

1. Length of main line of road from Danvers to Wakefield Junction,	9 miles, 1,368 feet.
Length of main line of road in Massachusetts, [In other States, specifying each,],	All.
2. Length of line with track laid, if road is not completed,	-
3. Length of double track on main line,	None.

Mileage, Traffic, &c.

[Included in report of Boston & Maine R. R.]

[Expenditures on operating account for the year, revenue, &c., included in report of Boston & Maine Railroad.]

NOTE.—This road is leased to the Boston and Maine Railroad, and its doings during the year and its income and expenditures are included in the report of that road, its business being so intimately connected that separate accounts have not been kept.

Name and Residence of Officers.

Nathaniel G. White, Lawrence, Mass., *President*; William Merritt, Charlestown, Mass., *Superintendent*; Amos Blanchard, Lowell, Mass., *Treasurer*.

Address for all the above officers at Boston, Mass.

Proper Address for the Company.

DANVERS RAILROAD COMPANY (CARE OF BOSTON AND MAINE RAILROAD),
BOSTON, MASS.

NATHANIEL G. WHITE,
FRANCIS COGSWELL,
PETER T. HOMER,
AMOS PAUL,
JOHN E. BICKFORD,
GEORGE C. LORD,

Directors of the Danvers Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. * November 6, 1872. Then personally appeared Nathaniel G. White, Francis Cogswell, Peter T. Homer, Amos Paul, John E. Bickford, George C. Lord, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

Before me,

C. P. JUDD, *Justice of the Peace.*

R E P O R T

OF THE

DORCHESTER AND MILTON RAILROAD COMPANY,

For THE YEAR ENDING SEPTEMBER 30, 1872.

[This road is leased to and operated by the Old Colony Railroad Company.]

Capital Stock and Debts.

1. Capital stock authorized by charter,	\$130,000 00
2. Capital stock authorized by votes of company,	733 shares.
3. Capital stock paid in (number of shares, 733),	73,340 00
4. Capital stock issued,	733 shares.
5. Capital stock paid in per mile of road owned by company,	22,566 16
6. Capital stock paid in, proportion for Massachusetts,	73,340 00
7. Par value of shares,	100 00
8. Funded debt as follows:—	
1st mortgage bonds, due, rate of interest	— —
2d mortgage bonds, due, rate of interest	— —
3d mortgage bonds, due, rate of interest	— —
9. Total amount of funded debt,	— —
10. Unfunded debt, incurred for construction, equipment or purchase of property,	— —
11. Debt incurred for any other purpose, and for what,	— —
12. Total amount of debt,	58,448 07
13. Proportion of debt for Massachusetts,	58,448 07
14. Proportion of debt per mile of road,	17,984 00
15. Total cash realized from capital and debt,*	\$131,788 07
16. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property,	— —
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,	136,372 77
18. Proportion of above for Massachusetts,	— —
19. Number of stockholders,	50
20. Amount of stock held in Massachusetts,	733 shares.
21. Number of stockholders in Massachusetts,	50

Cost of Road, Equipment and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.

1. Grading and masonry,	\$40,724 80
2. Bridging,	6,209 02
3. Superstructure, including rails,	30,051 73

* Cash realized from stock and debt, \$131,788.07; cost of construction, \$136,372.77. From what source the company derived the difference, \$4, 584.70, does not appear. [Com.]

4. Land, land damages and fences,	\$32,654 06	
5. Passenger and freight stations, wood-sheds and water stations,	11,508 69	
6. Engine-houses, car-sheds and turn-tables,	-	-
7. Interest paid during construction, discount, &c.,	-	-
8. Engineering, agencies, salaries and other expenses during construction,	15,224 47	
9. <i>Total expended for construction,</i>		\$136,372 77
10. Average cost of construction per mile of road built by company,		41,960 85
11. Same per mile of single track built by company, not including sidings,	-	-
12. Proportion of cost of construction for Massachusetts,		136,372 77
EQUIPMENT.		
[None.]		
PROPERTY PURCHASED.		
[None.]		
28. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		136,372 77
29. Proportion for Massachusetts,	-	-
30. Amount of sinking and contingent funds,	-	-
Description of Road.		
1. Length of main line of road from Dorchester to Milton,		3¼ miles.
Length of main line of road in Massachusetts, [In other States, specifying each,]	-	-
2. Length of line of track laid, if road is not completed,	-	-
3. Length of double track on main line,		None.
9. Total length of road belonging to this company,		3¼ miles.
[All other items under this head included in report of the Old Colony & Newport R. R. Co.]		
Mileage, Traffic, &c.		
[Included in report of O. C. & N. R. R.]		
Expenditures on Operating Account for the Year.		
Revenue &c.		
[Included in report of Old Colony & Newport R. R. Co.]		

General Balance Sheet at last Closing of Accounts.

[Included in report of the Old Colony & Newport R. R. Co.]

Name and Residence of Officers.

Onslow Stearns, *President*, Boston; John M. Washburn, *Clerk and Treasurer*, Boston.

Proper Address for the Company.

DORCHESTER & MILTON BRANCH RAILROAD COMPANY, BOSTON, MASS.

P. O. Box, 5063.

ONSLow STEARNS,
OLIVER AMES,
URIEL CROCKER,
NATH'L F. SAFFORD,
MINOT TIRRELL,

Directors of the Dorchester and Milton Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 15, 1872. Then personally appeared Onslow Stearns, Oliver Ames, Uriel Crocker, Nath'l F. Safford and Minot Tirrell, and severally made oath to the truth of the foregoing statement by them subscribed.

JOHN. M. WASHBURN, *Justice of the Peace.*

REPORT

OF THE

DUXBURY AND COHASSET RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts.

1. Capital stock authorized by charter,	\$450,000 00
2. Capital stock authorized by votes of company,	3,500 shares.
3. Capital stock paid in (number of shares, 3,500),	350,000 00
4. Capital stock issued,	3,500 shares.
5. Capital stock paid in per mile of road owned by company,	20,000 00
6. Capital stock paid in, proportion for Massachusetts,	350,000 00
7. Par value of shares,	100 00
8. Funded debt as follows:—	
1st mortgage bonds, due, rate of interest,	— —
2d mortgage bonds, due, rate of interest,	— —
3d mortgage bonds, due, rate of interest,	— —
9. Total amount of funded debt,	— —
10. Unfunded debt, incurred for construction, equipment or purchase of property,	40,000 00
11. Debt incurred for any other purpose, and for what,	— —
12. Total amount of debt,	40,000 00
13. Proportion of debt for Massachusetts,	40,000 00
14. Proportion of debt per mile of road,	2,285 72
15. Total cash realized from capital and debt,	— —
16. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property,	— —
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,	384,519 06
18. Proportion of above for Massachusetts,	384,519 06
19. Number of stockholders,	4
20. Amount of stock held in Massachusetts,	3,500 shares.
21. Number of stockholders in Massachusetts,	4

Cost of Road, Equipment and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.

1. Grading and masonry,	\$137,262 53
2. Bridging,	20,826 83
3. Superstructure, including rails,	143,708 82
4. Land, land damages and fences,	41,445 25
5. Passenger and freight stations, wood-sheds and water stations,	21,195 57
6. Engine-houses, car-sheds and turn-tables,	8,465 07

7. Interest paid during construction, discount, &c.	-	-
8. Engineering, agencies, salaries and other expenses during construction,	\$10,018 20	
[Telegraph,]	1,596 79	
9. <i>Total expended for construction,</i>		\$ 384,519 06
10. Average cost of construction per mile of road built by company,		21,986 80
11. Same per mile of single track built by company, not including sidings,		21,986 80
12. Proportion of cost of construction for Massachusetts,		384,519 06
EQUIPMENT.		
13. Locomotives and snow-plows,	}	Furnished by the South Shore R. R. Co.
14. Passenger, mail and baggage cars,		
15. Freight and other cars,		
16. Machine-shops, machinery and tools,		
17. <i>Total for equipment,</i>		
18. Average cost of equipment <i>per mile of road operated</i> by company,		
19. Proportion for Massachusetts,		
PROPERTY PURCHASED.		
20. branch, original cost,		
purchased for	-	-
21. Stock of , shares,		
purchased for	-	-
22. Bonds of road, nominal amount		
purchased for	-	-
23. Steamboat , nominal amount		
purchased for	-	-
24. Lands in not necessary for operation of road,	-	-
25. Other property purchased,	-	-
26. <i>Total property purchased,</i>	-	-
27. Property in Massachusetts (including proportion of equipment),	-	-
28. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		384,519 06
29. Proportion for Massachusetts,		384,519 06
30. Amount of sinking and contingent funds,	-	-
Description of Road.		
1. Length of main line of road from Cohasset. Mass. to So. Duxbury, Mass.,		17.50
Length of main line of road in Massachusetts, [In other States, specifying each,],	17.50	-
2. Length of line with track laid, if road is not completed,	-	-
3. Length of double track on main line,		None.
4. Branches owned by company. Name and description of each single or double track, ; length,	-	-
5. Total length of branches owned by company,	-	-
6. Total length of branches owned by company in Massachusetts,	-	-
7. Total length of branches owned by company in other States, specifying each,	-	-
8. Length of double track on branches,	-	-
9. Total length of road belonging to this company,		17.50
10. Aggregate length of sidings and other tracks not above enumerated,		1.05
11. Same in Massachusetts,		1.05

12. Aggregate length of tracks belonging to this company, computed as single track, . . .	18.55	
13. Same in Massachusetts, . . .	18.55	
14. Total length of steel rails in tracks belonging to this company,	-	-
[Weights per yard,]		
15. Total length of steel-top rails in tracks belonging to this company,	-	-
[Weights per yard,]		
16. Miles of telegraph on line of road,	17.50	
17. Miles of telegraph owned by this company, . .	-	-
18. Number of telegraph offices in company's stations,	4	
19. Number of telegraph stations operated by this company,	4	
20. Number of telegraph stations operated jointly by railroad and telegraph company,	-	-
21. Number of spans of bridges of 25 feet and upwards,	2	
22. Number of iron bridges (aggregate length,)	-	-
23. Number of wooden bridges (aggr'te le'gth., 44), . .	7	
24. BRIDGES BUILT WITHIN THE YEAR.		
[None.]		
25. Number of crossings of highways at grade, . .	23	
26. Number of crossings of highways over railroad, . .	-	-
27. Number of crossings of highways under railroad,	-	-
28. Number of highway bridges 18 feet above track, . .	-	-
29. Number of highway bridges less than 18 feet above track,	-	-
30. Number of crossings at which gates or flagmen are maintained,	-	-
31. Number of crossings at which there are neither gates nor flagmen,	23	
32. Number of railroad crossings at grade,	-	-
33. Number of railroad crossings over other railroads,	-	-
34. Number of railroad crossings under other railroads,	-	-
ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.		
35. Name, description and length of each,	-	-
36. Total length of above roads,	-	-
37. Total length of above roads in Massachusetts, . .	-	-
38. Total length of above roads in other States, specifying each,	-	-
39. Total miles of road operated by this company, . .	17.50	
40. Total miles of road operated by this company in Massachusetts,	17.50	
41. Number of stations on all roads operated by this company,	12	
42. Same in Massachusetts,	12	
Rolling Stock.		
1. Locomotives (average weight of engines in working order, tons),	Total number.	Per mile of road operated.
2. Tenders (average weight of tenders full of fuel and water, tons),		
(Average joint weight of engines and tenders, tons),		
3. Snow-plows (average weight, tons),		
4. Passenger cars (average weight, tons),	Rolling stock furnished by the South Shore R. Co.	

- | | |
|-----------------------------------------------------------------------------------------|--------------------------------------------------------------|
| 5. Mail and baggage cars (average weight, . . .) | } Rolling stock furnished
by the South Shore R.
R. Co. |
| 6. 8-wheel box freight cars (average weight, . . .) | |
| 7. 4-wheel box freight cars (av'ge weight, . . .) | |
| 8. 8-wheel platform cars (average weight, . . .) | |
| 9. 4-wheel platform cars (av'ge weight, . . .) | |
| 10. Other cars (coal, gravel, &c.), | |
| 11. Total freight cars, including coal, &c., on a basis
of 8 wheels, | |
| 12. Number of locomotives equipped with train
brakes, | |
| (Kind of brake,) | |
| 13. Number of cars equipped with train brakes, | |
| (Kind of brake,) | |
| 14. Number of passenger cars in proportion to
passengers carried one mile, | |

Mileage, Traffic, &c.

1. Miles run by passenger trains,	-	-
2. Rate of speed of express passenger trains, in- cluding stops,	-	-
3. Rate of speed of accommodation trains, includ- ing stops,	-	-
4. Miles run by freight trains,	-	-
5. Rate of speed of freight trains, including stops,	-	-
6. Miles run by other trains, and for what pur- poses,	-	-
7. Total train miles run,	-	-
8. Number of through passengers (whole length of road),		5,015
9. Number of local passengers (over part of road),		95,696
10. Total number of passengers carried,		100,711
11. Total passenger mileage, or passengers carried one mile,		788,231
12. Passenger mileage to and from other roads,		689,032
13. Number of tons carried,		6,262
14. Total freight mileage, or tons carried one mile,		66,639
15. Freight mileage to and from other roads,		65,953
16. Average rate of fare per mile (not including season tickets) received from passengers on roads occupied by this company,		3.4 cents.
17. Average rate of fare per mile received from passengers to and from other roads,*		3.5 cents.
18. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket,		1.2 cents.
Average rate of fare per mile for <i>all</i> passengers,		3.5 cents.
19. Average rate of freight per ton per mile on roads operated by this company,		7.3 cents.
20. Average rate of freight per ton per mile to and from other roads,*		5.8 cents.
21. Average number of cars in passenger trains, including baggage cars,	-	-
22. Average number of cars in freight trains (basis of 8 wheels),	-	-
23. Average weight of passenger trains, including locomotive and tender, in working order,	-	-
24. Average weight of freight trains, including locomotive and tender, in working order,	-	-
25. Number of persons regularly employed by com- pany, including officials,		41

* After deducting all allowances for tolls, or use of cars, &c.

Classification of Business.

PASSENGERS.

1. Passengers coming from other States,*	-
2. Passengers going to other States,*	-
3. Passengers travelling only within this State,	100,711
4. Total season-ticket passengers (round trip),	6,320
5. Passengers to Boston (including season),†	-
6. Passengers from Boston (including season),†	-
7. Season-ticket passengers to and from Boston (one round trip daily),†	-

Expenditures Charged to Capital Account during the Year.

1. Main line, extension or alteration of road,	-
2. Branches, extension or alteration of road, specifying each	-
3. Double track extension,	-
4. Land,	-
5. Passenger and freight stations, wood-sheds and water stations,	-
6. Engine-houses, car-sheds and turn-tables,	-
7. New locomotives and snow-plows,	-
8. New passenger cars,	-
9. New mail and baggage cars,	-
10. New freight cars,	-
11. Machine-shops, machinery and tools,	-
12. Purchase of other roads, specifying what,	-
13. Subscriptions or loans to other roads, specifying what,	-
14. Any other expenditures charged to capital account,	-
15. TOTAL,‡	-

Expenditures on Operating Account for the Year.

MAINTENANCE OF WAY AND BUILDINGS.

1. Repairs of road, exclusive of bridges and new rails,§	\$8,409 48
2. New iron rails, deducting old rails sold (number of miles, weight per yard, lbs.),§	-
3. Steel rails (number of miles, weight per yard),	-
4. Repairs of bridges,	-
5. Repairs of buildings and fixtures,	220 06
6. Repairs of fences, road crossings and signs,	-
7. Removing ice and snow,	-
8. Other expenses,	-
9. Total for maintenance of way and buildings,	8,629 54
10. Per mile of road kept in repair,	493 12
11. Per mile of single track kept in repair, not including sidings,	493 12
12. Of the above total there was expended for other than ordinary repairs,	-

TRAFFIC EXPENSES.

13. Repairs of locomotives and snow-plows,||	5,967 54
14. New locomotives and snow-plows,||	-
15. Repairs of machine-shops and machinery,||	-
16. New machine-shops and machinery,||	-
17. Repairs of passenger, baggage and mail cars,||	5,483 32
18. New passenger, baggage and mail cars,||	-
19. Repairs of freight and other cars,||	1,270 44
20. New freight and other cars,||	-
21. Fuel—number of cords of wood, 58½; cost,a	293 75
22. Fuel—number of tons of coal 535½; cost,a	4,016 08
23. Oil and waste,a	14 01

* Apply only to roads crossing the State line.

† Apply only to the roads terminating in Boston.

‡ Balance sheet shows that there has been added to construction account, \$74,111.49. [Com.

§ Including labor and materials in new sidings.

|| To include oil, fuel, clerks, watchmen, and incidentals about shops.

a For cars and engines.

24. Amount paid other corporations or individuals not operating railroads, for use of cars [and locomotives], and for repairs of same,	-
25. Salaries, wages and incidentals, chargeable to passenger department,	\$5,902 45
26. Salaries, wages and incidentals, chargeable to freight department,	1,624 83
27. Wages of switchmen, gate-keepers, signal-men, and watchmen, unless included above,	669 00
28. Gratuities and damages, passenger account,	-
29. Gratuities and damages, freight account,	131 68
30. Other expenditures,	-
31. <i>Total of traffic expenses</i> ,	25,373 10
32. Per mile of road operated,	1,449 89
33. Per mile of single track operated, not including sidings,	1,449 89

MISCELLANEOUS.

34. Amount paid other companies as rent for use of road, specifying each company and amount,	-
35. Telegraph expenses,	-
36. United States taxes and stamps,	-
37. State taxes,	-
38. Local taxes,	-
39. Insurance, loss by fire, and damages paid for fires set by engines,	375 00
40. General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the foregoing items,	219 90
41. <i>Total miscellaneous</i> ,	594 90
42. TOTAL EXPENDITURES FOR OPERATING THE ROAD,	34,597 54
43. Per mile of the road operated,	1,977 00
44. Per mile of single track operated, not including sidings,	1,977 00
45. Per train mile,	1 04
46. Proportion for Massachusetts,	34,597 54
47. Percentage of expenditures to income,	96 per cent.

Revenue for the Year.

1. Receipts from local passengers on roads operated by this company,	\$3,402 73
2. Receipts from passengers from and to other roads over roads operated by this company,	24,246 00
3. Receipts from passengers over other roads as tolls, or for use of cars of this company,	-
4. Receipts from local freight on roads operated by this company,	122 36
5. Receipts from freight from and to other roads over roads operated by this company,	5,164 15
6. Receipts from freight over other roads as tolls, or for use of cars of this company,	-
7. Receipts for express,	1,102 97
8. Receipts for mails,	-
9. Receipts as rents for use of road and equipment, when leased,	-
10. Receipts as rents for use of property other than above,	-
11. Total earnings,	34,038 21
12. Per mile of road operated,	1,945 04
13. Per mile of road operated,—computed as single track, not including sidings,	1,945 04
14. Per train mile,	1 02
15. Proportion for Massachusetts,	34,038 21
16. Income from other roads,	-
17. Income from all other sources,	1,993 31
18. TOTAL INCOME,	36,031 52
19. Percentage of income to capital stock and debt, . . . . .	.0921

20. Percentage of income to total means applied to construction, equipment, &c., . . . . .		.0937
Net Income, Dividends, &c.		
1. Total net income above operating expenses,		\$1,433 98
2. Percentage of net income to capital stock and debt,†	{	About .0036 per cent.
3. Percentage of net income to total means applied to construction, equipment, &c.,		About .0037 per cent.
4. Paid for interest,		—
5. Paid in dividends per cent. for the year,		—
6. Paid to sinking funds,		—
7. Balance for the year or surplus,		1,433 98
8. Surplus at commencement of the year,		716 17
9. Total surplus [applied to debt],		2,150 15
10. Invested as follows:—		
Cash and loans,		2,150 15
Balance of accounts due from other roads,		—
Other uncollected accounts,		—
Materials for repairs,		—
Fuel and stores,		—
Any other items,		—

General Balance Sheet at last Closing of Accounts.

DR.		
Cash,		\$9,870 38
Construction,		384,519 06
		<hr/>
		\$394,389 44
CR.		
Income,		\$2,150 15
Capital stock,		350,000 00
Agents' department,		451 87
Bills payable,		40,000 00
Connecting lines,		1,787 42
		<hr/>
		\$394,389 44

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	—	—	—	—	—	—
Employés,	—	—	1	—	1	—
Others,	—	—	—	—	—	—

Statement of each Accident.

November 1, 1871.—Edward Drain, brakeman gravel train, fatally injured near So. Scituate, by falling between the cars while in motion.

Name and Residence of Officers.

Onslow Stearns, *President*, Boston; J. R. Kendrick, *Superintendent*, Boston;
John M. Washburn, *Treasurer*, Boston; S. N. Gifford, *Clerk*, Duxbury.

Proper Address for the Company.

DUXBURY AND COHASSET RAILROAD COMPANY, BOSTON, MASS.

ONSLow STEARNS,
URIEL CROCKER,
ROYAL W. TURNER,
S. N. GIFFORD,
J. O. COLE,
N. H. WHITING,

Directors of the Duxbury and Cohasset Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. November, 19, 1872. Then personally appeared Onslow Stearns, Uriel Crocker, Royal W. Turner, S. N. Gifford, J. O. Cole, N. H. Whiting, and severally made oath to the truth of the foregoing statement by them subscribed.

JOHN M. WASHBURN, *Justice of the Peace.*

REPORT

OF THE

EASTERN RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts..

1. Capital stock authorized by charter,	\$6,160,000 00
2. Capital stock authorized by votes of company,	4,500,000 00
3. Capital stock paid in (number of shares, 42,626)*	4,262,600 00
4. Capital stock issued,	4,262,600 00
5. Capital stock paid in per mile of road owned by company,	37,688 78
6. Capital stock paid in, proportion for Massachusetts,	4,262,600 00
7. Par value of shares,	100 00
8. Funded debt as follows:—	
Essex R. R. mortgage bonds, due 1876, rate of interest, 6 per cent.,	\$194,400 00
Bonds, due at various dates, rate of interest, 6 per cent. and 7 per cent.,	4,955,000 00
3d mortgage bonds, due rate of interest, per cent.,	—
9. Total amount of funded debt,	5,149,400 00
10. Unfunded debt, incurred for construction, equipment or purchase of property [advances to other railroads],	204,375 64
11. Debt incurred for any other purpose, and for what [balances, &c., being offset by debts due this company],	2,094,165 75
12. Total amount of debt [not offset by debts or balances due this company],	5,586,349 12
13. Proportion of debt for Massachusetts,	6,502,625 76
14. Proportion of debt per mile of road,	57,291 85
15. Total cash realized from capital and debt,	9,616,375 64
16. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property,	—
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,	9,616,375 64
18. Proportion of above for Massachusetts,	10,179,162 89
19. Number of stockholders,	2,601
20. Amount of stock held in Massachusetts,	4,201,000 00
21. Number of stockholders in Massachusetts,	1,985

* The Eastern R. R. in New Hampshire is a distinct corporation, but the road is operated by the Eastern R. R. Co., and its business is merged in that of the latter company, which pays the same dividend on the capital stock of \$492,000 as is paid on the stock of the Eastern R. R.

Cost of Road, Equipment and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.

1. Grading and masonry,	\$1,246,543 42	
2. Bridging,	938,608 54	
3. Superstructure, including rails,	1,916,917 34	
4. Land, land damages and fences,	1,161,658 00	
5. Passenger and freight stations, wood-sheds and water stations,	847,488 78	
6. Engine-houses, car-sheds and turn-tables,	209,486 65	
7. Interest paid during construction, discount, &c.	141,786 42	
8. Engineering, agencies, salaries and other expenses during construction,	187,206 27	
9. <i>Total expended for construction,</i>		\$6,649,695 42
10. Average cost of construction per mile of road built by company,		54,505 70
11. Same per mile of single track built by company, not including sidings,		41,560 59
12. Proportion of cost of construction for Massachusetts,		5,747,626 08

EQUIPMENT.

13. Locomotives and snow-plows,	770,424 20	
14. Passenger, mail and baggage cars,	577,673 21	
15. Freight and other cars,	419,164 09	
16. Machine-shops, machinery and tools,	316,716 97	
17. <i>Total for equipment,</i>		2,083,978 47
18. Average cost of equipment <i>per mile of road operated</i> by company,		7,864 07
19. Proportion for Massachusetts,		888,639 87

PROPERTY PURCHASED.

20. Essex branch, original cost, \$127,079.57, purchased for . . . . .	.96,079 57	
21. Stock of So. Reading Branch Road, 2,083 shares [included in construction] purchased for	-	-
Stock of Portsmouth G. F. & Con. road 1,682 shares, purchased for	168,200 00	
22. Bonds [and coupons] of Portsmouth G. F. & Con. road, nominal amount, \$115,885.51, purchased for	115,885 51	
23. Steamboat, nominal amount, purchased for	None.	
24. Lands in Mass. not [yet used] for operation of road,	470,536 67	
25. Other property purchased,	32,000 00	
26. <i>Total property purchased,</i>		1,115,275 23
27. Property in Massachusetts (including proportion of equipment),		1,687,829 59
28. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		9,616,375 64
29. Proportion for Massachusetts,		7,435,455 67
30. Amount of sinking and contingent funds,	-	-

Description of Road.

1. Length of main line of road from Boston to State line, N. H.,	41.39	41.39
Length of main line of road in Massachusetts, In other States, specifying each [New Hampshire],	41.39	-
2. Length of line with track laid, if road is not completed,		Completed.
3. Length of double track on main line,		27.06

4. Branches owned by company. Name and description of each single or double track—		
[East Boston, double track,] length, . . .	3.31	
[Saugus Branch, single track,] length, . . .	9.52	
[Marblehead Branch, single track,] length, . . .	4	
[Lawrence Branch, single track, 2 m. double,] length, . . .	19.66	
[Gloucester Branch, single track,] length, . . .	19.35	
[Salisbury Branch, single track,] length, . . .	3.75	
[Ashbury Grove Branch, single track,] length, . . .	1	
[Essex Branch, single track,] length, . . .	5	
[South Reading Branch,] length, . . .	8.12	
5. Total length of branches owned by company, . . .		71.71
6. Total length of branches owned by company in Massachusetts, . . .	71.71	
7. Total length of branches owned by company in other States, specifying each, . . .	-	-
8. Length of double track on branches, . . .		5.31
9. Total length of road belonging to this company, . . .		113.10
10. Aggregate length of sidings and other tracks not above enumerated, . . .		28.86
11. Same in Massachusetts, . . .	-	-
12. Aggregate length of tracks belonging to this company, computed as single track, . . .		174.33
13. Same in Massachusetts, . . .		174.33
14. Total length of steel rails in tracks belonging to this company, . . .		17.54
[Weights per yard, 60 lbs.]		
15. Total length of steel-top rails in tracks belonging to this company, . . .		130
[Weights per yard, 60 lbs.]		
16. Miles of telegraph on line of road, . . .		78
17. Miles of telegraph owned by this company, . . .		None.
18. Number of telegraph offices in company's stations, . . .		12
19. Number of telegraph stations operated by this company, . . .		9
20. Number of telegraph stations operated jointly by railroad and telegraph company, . . .		3
21. Number of spans of bridges of 25 feet and upwards, . . .		30
22. Number of iron bridges (aggr'te length, 244 ft.), . . .		11
23. Number of wooden bridges (aggr'te length, 3,222 ft.), . . .		41

24. BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	Kind.	Material.	Length.	When built.
East Boston, . . .	Pile, . . .	Piles. Stringers.	167 feet, . . .	1872.
Gloucester, . . .	" . . .	Oak. Hard pine,	242 " . . .	"
Amesbury, . . .	" . . .	" " "	300 " . . .	"
Ipswich River, . . .	Truss, 3 spans, . . .	Iron, . . .	106 " . . .	"
Salem, . . .	" " . . .	" . . .	20 " . . .	"
Peabody, . . .	" " . . .	" . . .	18 " . . .	"
Middleton, 2 bridges, . . .	" " . . .	" . . .	18 " each, . . .	"
Woodchuck Hill, . . .	" " . . .	" . . .	12 " . . .	"

25. Number of crossings of highways at grade, . . .	121
26. Number of crossings of highways over railroad, . . .	52
27. Number of crossings of highways under railroad, . . .	1

28. Number of highway bridges 18 feet above track,	4
29. Number of highway bridges less than 18 feet above track,	48
30. Number of crossings at which gates or flagmen are maintained,	57
31. Number of crossings at which there are neither gates nor flagmen,	64
32. Number of railroad crossings at grade,	5
33. Number of railroad crossings over other railroads,	None.
34. Number of railroad crossings under other railroads,	None.

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

35. Name, description and length of each—		
[Eastern R. R. of New Hampshire,]	16.55	
[Portland, Saco & Portsmouth R. R., Maine,]	52	
[Portsmouth, Great Falls & Conway R. R., N. H.,]	71	
[Wolfeborough R. R., N. H.,]	12	
36. Total length of above roads,		151.55
37. Total length of above roads in Massachusetts,	None.	
38. Total length of above roads in other States, specifying each—		
[New Hampshire,]	99.55	
[Maine,]	52	
39. Total miles of road operated by this company,		264.65
40. Total miles of road operated by this company in Massachusetts,		113.10
41. Number of stations on all roads operated by this company,	99	
42. Same in Massachusetts,	54	

Rolling Stock.

	Total number.	Per mile of road operated.
1. Locomotives (average weight of engines in working order, 55,000 lbs),	73	.27
2. Tenders (average weight of tenders full of fuel and water, 31,000 lbs),	—	—
(Average joint weight of engines and tenders, 86,000 lbs),	—	—
3. Snow-plows (average weight, 16,000 lbs),	16	.06
4. Passenger cars (average weight, 34,000 lbs),	133	.503
5. Mail and baggage cars (av'ge weight, 26,000 lbs),	35	.14
6. 8-wheel box freight cars (av'ge weight, 16,000 lbs),	319	1.20
7. 4-wheel box freight cars (average weight, 8,000 lbs),	88	.33
8. 8-wheel platform cars (average weight, 13,000 lbs),	296	1.12
9. 4-wheel platform cars (average weight,),	—	—
10. Other cars (coal, gravel, &c.),	352	1.33
11. Total freight cars, including coal, &c., on a basis of 8 wheels,	854	3.23
12. Number of locomotives equipped with train brakes,		30
(Kind of brake, Westinghouse air-brake.)		
13. Number of cars equipped with train brakes,		156
(Kind of brake, Westinghouse air-brake.)		
14. Number of passenger cars in proportion to passengers carried one mile,	1 to 499,973.	

Mileage, Traffic, &c.

1. Miles run by passenger trains,	776,833
2. Rate of speed of express passenger trains, including stops,	27 to 29 miles per hour.
3. Rate of speed of accommodation trains, including stops,	18 to 20 miles per hour.
4. Miles run by freight trains,	259,276
5. Rate of speed of freight trains, including stops,	13 miles per hour.
6. Miles run by other trains, and for what purposes [shifting, gravel and construction],	367,070
7. Total train miles run,	1,403,179
8. Number of through passengers (whole length of road),	202,833
9. Number of local passengers (over part of road),	4,797,565
10. Total number of passengers carried,	5,000,399
11. Total passenger mileage, or passengers carried one mile,	66,496,488
12. Passenger mileage to and from other roads,	9,554,635
13. Number of tons carried,	424,320
14. Total freight mileage, or tons carried one mile,	12,832,483
15. Freight mileage to and from other roads,	6,793,484
16. Average rate of fare per mile (not including season tickets) received from passengers on roads operated by this company,	2.47 cents.
17. Average rate of fare per mile received from passengers to and from other roads,*	1.70 cents.
18. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket, . . . . .	.88 cents.
Average rate of fare per mile for all passengers,	1.99 cents.
19. Average rate of freight per ton per mile on roads operated by this company,	4.20 cents.
20. Average rate of freight per ton per mile to and from other roads,*	1.70 cents.
21. Average number of cars in passenger trains, including baggage cars,	8
22. Average number of cars in freight trains (basis of 8 wheels),	25
23. Average weight of passenger trains, including locomotive and tender, in working order,	175 tons.
24. Average weight of freight trains, including locomotive and tender, in working order,	240 tons.
25. Number of persons regularly employed by company, including officials.	1,309

Classification of Business.

PASSENGERS.

1. Passengers coming from other States,†	146,185
2. Passengers going to other States,†	117,884
3. Passengers travelling only within this State,	4,736,330
4. Total season-ticket passengers (round trip),	1,547,832
5. Passengers to Boston (including season),‡	1,723,535
6. Passengers from Boston (including season),‡	1,723,536
7. Season-ticket passengers to and from Boston (one round trip daily),‡	541,890

* After deducting all allowances for tolls, or use of cars, &c.

† Apply only to roads crossing the State line.

‡ Apply only to the roads terminating in Boston.

FREIGHT, IN TONS.

	Brought from other States.	Carried to other States.	Carried within this State only.	Taken from Boston.†	Carried to Boston.‡
1. Anthracite coal,	-	-	28,032	1,800	-
2. Bituminous coal,	-	-	600	600	-
3. Petroleum,	-	600	6,460	7,060	-
4. Railroad iron, including steel and steel-capped rails, . .	-	-	-	-	-
5. Castings and other iron, . .	345	450	3,250	1,870	850
6. Other metals,	114	100	1,650	1,210	172
7. Iron and other ores,	-	-	-	-	-
8. Stone and brick,	2,000	100	1,700	300	2,400
9. Lime, cement and sand, . .	710	300	2,300	-	-
10. Lumber,	7,000	2,500	9,260	4,010	2,000
11. Ice,	-	-	15,000	-	15,000
12. Live stock,	50	100	2,260	1,860	-
13. Dressed carcasses, smoked and salted meats,	-	200	1,675	300	375
14. Flour,	30,000	25,000	15,000	20,000	-
15. Grain,	20,000	10,000	20,000	35,000	-
16. Other agricultural products, .	500	800	35,000	60	3,000
17. Manufactures not included above,†	800	1,000	6,100	1,000	5,000
18. Merchandise,‡	3,000	4,200	8,000	2,700	2,500
19. Other articles,	30,000	8,000	120,164	-	-
20. Total tons carried,	94,519	53,350	276,451	87,770	31,297

Expenditures Charged to Capital Account during the Year.

[Land, land damages and fences, carried to construction account],	\$256,879 16
1. Main line, extension or alteration of road,	} 467,669 00
2. Branches, extension or alteration of road, specifying each, . .	
3. Double track extension,	
4. Land,	267,015 32
5. Passenger and freight stations, wood-sheds and water stations,	209,330 12
6. Engine-houses, car-sheds, and turn-tables,	60,186 65
7. New locomotives and snow-plows,	205,040 61
8. New passenger cars,	} 268,447 59
9. New mail and baggage cars,	
10. New freight [and other] cars,	74,964 75
11. Machine-shops, machinery and tools,	44,826 97
12. Purchase of other roads, specifying what,	-
13. Subscriptions or loans to other roads, specifying what [Essex Branch R. R.],	96,079 57
14. Any other expenditures charged to capital account [bonds, &c., P. G. F. & C. R. R.],	5,885 51
15. TOTAL,	1,956,325 25

Expenditures on Operating Account for the Year.

MAINTENANCE OF WAY AND BUILDINGS.

1. Repairs of road, exclusive of bridges and new rails,*	\$166,001 00
2. New iron rails, deducting old rails sold (number of miles weight per yard 60 lbs.)*	81,820 68
3. Steel rails (number of miles weight per yard),	-
4. Repairs of bridges,	32,020 19
5. Repairs of buildings and fixtures,	57,428 61
6. Repairs of fences, road crossings, and signs,	17,059 95
7. Removing ice and snow,	325 60
8. Other expenses,	58,377 29

* Including labor and materials in new sidings.

† Manufactured articles starting from the place of manufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depot for sale, they become a part of the general merchandise of the place, and on any second transit are to be reckoned under the second head.

‡ Apply only to the roads terminating in Boston.

9. Total for maintenance of way and buildings,	\$413,033 32
10. Per mile of road kept in repair,	3,385 52
11. Per mile of single track kept in repair, not including sidings,	2,581 46
12. Of the above total there was expended for other than ordinary repairs,	-

TRAFFIC EXPENSES.

13. Repairs of locomotives and snow-plows,†	91,553 37
14. New locomotives and snow-plows,†	-
15. Repairs of machine-shops and machinery,†	7,320 00
16. New machine-shops and machinery,†	-
17. Repairs of passenger, baggage and mail cars,†	92,088 61
18. New passenger, baggage and mail cars,†	-
19. Repairs of freight and other cars,†	32,042 62
20. New freight and other cars,†	-
21. Fuel—number of cords of wood, 1,627 ; cost,†	10,432 37
22. Fuel—number of tons of coal, 22,365 ; cost,†	182,693 94
23. Oil and waste,†	25,565 30
24. Amount paid other corporations or individuals not operating railroads, for use of cars, and for repairs of same,	-
25. Salaries, wages, and incidentals, chargeable to passenger department,	202,183 10
26. Salaries, wages and incidentals, chargeable to freight department,	117,061 62
27. Wages of switchmen, gate-keepers, signal-men, and watchmen, unless included above	48,046 25
28. Gratuities and damages, passenger account,	8,990 44
29. Gratuities and damages, freight account,	2,692 60
30. Other expenditures,	7,656 82
31. Total of traffic expenses,	828,327 04
32. Per mile of road operated,	6,396 12
33. Per mile of single track operated, not including sidings,	4,877 04

MISCELLANEOUS.

34. Amount paid other companies as rent for use of road, specifying each company and amount [Boston & Maine],	3,214 04
35. Telegraph expenses,	2,871 44
36. United States taxes and stamps,	1,200 00
37. State taxes,	61,432 22
38. Local taxes,	13,769 83
39. Insurance, loss by fire, and damages paid for fires set by engines,	4,800 00
40. General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the foregoing items,	70,773 58
41. Total miscellaneous,	158,061 11
42. TOTAL EXPENDITURES FOR OPERATING THE ROAD,	1,399,421 47
43. Per mile of the road operated,	11,077 22
44. Per mile of single track operated, not including sidings,	8,446 38
45. Per train mile,	96
46. Proportion for Massachusetts,	1,163,108 64
47. Percentage of expenditures to income,	68.47 per ct.

Revenue for the Year.

1. Receipts from local passengers on roads operated by this company,	\$1,179,871 74
2. Receipts from passengers from and to other roads over roads operated by this company,	146,172 00
3. Receipts from passengers over other roads as tolls, or for use of cars of this company,	-
4. Receipts from local freight on roads operated by this company,	425,203 62

† To include oil, fuel, clerks, watchmen and incidentals about shops.

‡ For cars and engines.

5. Receipts from freight from and to other roads over roads operated by this company,	\$114,280 56
6. Receipts from freight over other roads as tolls, or for use of cars of this company,	-
7. Receipts for express,	44,370 05
8. Receipts for mails,	14,500 00
9. Receipts as rents for use of road and equipment, when leased,	8,000 00
10. Receipts as rents for use of property other than above,	41,224 86
11. Total earnings,	1,973,622 83
12. Per mile of road operated,	16,177 23
13. Per mile of road operated,—computed as single track, not including sidings,	12,335 14
14. Per train mile,	1 41
15. Proportion for Massachusetts,	1,705,178 94
16. Income from other roads,	} Included above.
17. Income from all other sources,	
18. TOTAL INCOME,	1,973,622 83
19. Percentage of income to capital stock and debt,	16.85 per ct.
20. Percentage of income to total means applied to construction, equipment, &c.,	16.85 per ct.
Net Income, Dividends, &c.	
1. Total net income above operating expenses,	\$574,201 36
2. Percentage of net income to capital stock and debt,	5.31 per cent.
3. Percentage of net income to total means applied to construction, equipment, &c.,	5.31 per cent.
4. Paid for interest,	300,050 41
5. Paid in dividends per cent. for the year [no dividend declared],	-
6. Paid to sinking funds,	-
7. Balance for the year or surplus,	274,150 95
8. Surplus at commencement of the year,	131,431 24
9. Total surplus,*	405,582 19
10. Invested as follows:—	
Cash and loans,	-
Balance of accounts due from other roads,	-
Other uncollected accounts,	-
Materials for repairs,	-
Fuel and stores,	-
Any other items,	-

General Balance Sheet at last Closing of Accounts.

Dr.

Graduation and masonry,	\$1,246,543 42
Superstructure and iron,	1,916,917 34
Bridges,	938,608 54
Land and fences,	1,632,194 67
Buildings and fixtures,	1,373,692 40
Engineering and general expenses,	328,992 69
	<hr/>
	\$7,436,949 06
Locomotives and snow ploughs,	\$770,424 20
Passenger, baggage and mail cars,	577,673 21
Freight and other cars,	419,164 09
	<hr/>
	1,767,261 50

* The amount standing against Revere disaster, \$422,414.88, is not charged off. [Com.]

Fuel, supplies and materials,	\$190,160 11
Advances for construction, Essex branch, Wolf- borough, and P. G. F. & C. Railroads,	1,016,149 07
Balances due from other roads,	738,724 01
Balances due from agents, corporations, &c.,	145,459 06
Bonds and stock P. G. F. & C. R. R., Portsmouth bridge,	316,085 51
Revere disaster,	422,414 88
Cash,	82,920 38
	<hr/> \$2,911,913 02
	<hr/> \$12,116,123 58

CR.

Capital stock,	\$4,262,600 00
Bonds and notes,	6,746,100 00
Bills audited,	\$477,933 64
Balances due to other roads, corpora- tions, &c.,	194,603 80
Unpaid dividends and coupons,	26,414 00
Insurance fund,	2,889 95
	<hr/> 701,841 39
Surplus earnings,	405,582 19
	<hr/> \$12,116,123 58

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCON- DUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	—	—	2	9	2	9
Employés,	1	—	4	2	5	2
Others,	—	—	8	3	8	3

Statement of each Accident.

October 16, 1871.—Charles Davis, instantly killed; fell from engine near Ipswich.

October 16.—James Pike, passenger, hand crushed, stepping from train in motion; West Lynn.

November 1.—Daniel Griffin, passenger, badly bruised, trying to recover hat while train was in motion; West Lynn.

November 15.—James Burns, fireman, instantly killed; jammed between engine and tender, caused by train running into a washout, during high tides; at Rowley.

November 25.—Daniel Keefe, slightly injured, jumping from train against another moving one; Boston.

December 6.—James Wade, slightly injured; struck by an engine while walking upon Charlestown Bridge.

December 27.—Michael McGrath, instantly killed, walking upon track in Peabody.

December 30.—Wm. W. Briggs, newsboy, instantly killed; attempted to get on a moving train and fell under; Lynn.

December 30.—Wm. Phenix, severely injured; struck by engine while lying upon track, intoxicated; Malden.

January 24, 1872.—Michael Comly, brakeman, B. & M. R. R., fatally injured; run over by engine, E. R. R., Broadway crossing, Lawrence.

January 25.—Ira Burs, brakeman, seriously injured; knocked from freight car by overhead bridge; Middleton.

January 26.—John O'Connell, seriously injured, crossing track in front of train; Peabody; since died.

February 5.—Patrick Toomy, passenger, injured; attempting to get on moving train; Salem.

February 6.—George Beard, passenger, seriously injured, getting off moving train, Cliftondale; since died.

February 8.—E. P. Hutchinson, fatally injured, walking on track; Chelsea.

February 26.—James Kearnan, badly injured; fell under moving train, attempting to get on board; Lynn.

April 18.—Cornelius Stillman, killed; walking on track; Beverly.

April 19.—George Baker, foot crushed; attempting to get on moving train; Beverly.

May 13.—A. M. Gammon, hand injured; attempting to get on board moving train; Marblehead.

May 15.—Thomas Sullivan, killed; walking on track; Salem.

June 1.—Robert Wheatly, leg injured; attempting to get on moving train; Everett.

June 3.—Charles C. Perkins, fireman, killed by striking head against Mystic draw, Charlestown.

June 18. Frank Stearns, employé, fatally injured, shackling cars; Boston.

June 25.—George H. Beard, killed, walking on track; Charlestown.

July 5.—Alfred Jewell, employé, slightly injured, shackling cars; Salem.

July 17.—Mary O'Neil, wrist sprained, getting off moving train; Beverly.

August 28.—Samuel Connor, found dead on track; Maplewood.

September 2.—W. H. Stanwood, fatally injured; fell from train while in motion; Rockport. Was subject to fits.

Name and Residence of Officers.

Thornton K. Lothrop, *President*, Boston; Charles F. Hatch, *General Manager*, Boston; John B. Parker, *Treasurer*, Boston; Jeremiah Prescott, *Superintendent*, Boston; John Colgate, *Auditor*, Boston; W. J. C. Kenney, *General Freight Agent*, Boston; Geo. Russell, *General Ticket Agent*, Boston; H. N. Rowell, *Superintendent Telegraph*, Boston.

Proper Address for the Company.

EASTERN RAILROAD COMPANY, BOSTON, MASS.

THORNTON K. LOTHROP,
JNO. WOOLDREDGE,
HENRY L. WILLIAMS,
F. HAVEN,

Directors of the Eastern Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. Boston, December 21, 1872. Then personally appeared Thorn-K. Lothrop, Jno. Wooldredge, Henry L. Williams and Franklin Haven, and severally made oath to the truth of the foregoing statement by them subscribed, to the best of their knowledge and belief.

ARTHUR LINCOLN, *Justice of the Peace.*

REPORT

OF THE

FALL RIVER, WARREN AND PROVIDENCE RAILROAD CO.,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts.

1. Capital stock authorized by charter,	\$150,000 00
2. Capital stock authorized by votes of company,	150,000 00
3. Capital stock paid in, number of shares, 1,500,	150,000 00
4. Capital stock issued,	150,000 00
5. Capital stock paid in per mile of road owned by company,	25,892 30
6. Capital stock paid in, proportion for Massachusetts,	93,781 90
7. Par value of shares,	100 00
8. Funded debt as follows:—	
1st mortgage bonds, due January 11, 1872, rate of interest, 6 per cent. ,	\$200,000 00
2d mortgage bonds, due, rate of interest,	None.
3d mortgage bonds, due, rate of interest,	None.
9. Total amount of funded debt,	200,000 00
10. Unfunded debt, incurred for construction, equipment or purchase of property,	71,710 86
11. Debt incurred for any other purpose, and for what,	None.
12. Total amount of debt,	271,710 86
13. Proportion of debt for Massachusetts,	171,730 26
14. Proportion of debt per mile of road,	46,895 21
15. Total cash realized from capital and debt,	421,710 86
16. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property,	None.
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,	335,506 70
18. Proportion of above for Massachusetts,	212,045 03
19. Number of stockholders,	31
20. Amount of stock held in Massachusetts,	20,900 00
21. Number of stockholders in Massachusetts,	7

Cost of Road, Equipment and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.

1. Grading and masonry,	\$161,242 48
2. Bridging,	25,957 97
3. Superstructure, including rails,	79,105 53
4. Land, land damages and fences,	20,273 00
5. Passenger and freight stations, wood-sheds and water stations,	9,903 12
6. Engine-houses, car-sheds and turn-tables,	382 76

7. Interest paid during construction, discount, &c.,	Nothing.	
8. Engineering, agencies, salaries and other expenses during construction,	\$12,482 74	
[Steam ferry-boat Oriole,]	21,759 10	
9. <i>Total expended for construction,</i>		\$331,106 70
10. Average cost of construction per mile of road built by company,		57,146 48
11. Same per mile of single track built by company, not including sidings,		57,146 48
12. Proportion of cost of construction for Massachusetts,		209,270 41
[Survey for extension of road,]		200 00

EQUIPMENT.

13. Locomotives and snow-plows,	—	—
14. Passenger, mail and baggage cars,	4,200 00	
15. Freight and other cars,	—	—
16. Machine-shops, machinery and tools,	—	—
17. <i>Total for equipment,*</i>		4,200 00
18. Average cost of equipment <i>per mile of road operated</i> by company,		—
19. Proportion for Massachusetts,	—	—

PROPERTY PURCHASED.

20. branch, original cost,	None.	
purchased for		
21. Stock of road,		
shares, purchased for		
22. Bonds of road, nominal amount		
purchased for		
23. Steamboat nominal amount	None.	
purchased for		
24. Lands in not necessary for operation of road,		
25. Other property purchased [steam ferry-boat, included in construction account],		
26. <i>Total property purchased,</i>		21,759 10
27. Property in Massachusetts (including proportion of equipment),	—	—
28. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		335,506 70
29. Proportion for Massachusetts,		212,045 03
30. Amount of sinking and contingent funds,	None.	

Description of Road.

1. Length of main line of road from Warren to Fall River,	5.794 miles.
Length of main line of road in Massachusetts,	3.662 miles.
In other States, specifying each [Rhode Island]	2.132 miles.
2. Length of line with track laid, if road is not completed,	Completed.
3. Length of double track on main line,	No double track.
4. Branches owned by company. Name and description of each single or double track, ; length,	None.
5. Total length of branches owned by company,	None.
6. Total length of branches owned by company in Massachusetts,	None.
7. Total length of branches owned by company in other States, specifying each,	None.
8. Length of double track on branches,	None.
9. Total length of road belonging to this company,	5.794 miles.

* Most of our equipment is hired.

10. Aggregate length of sidings and other tracks not above enumerated,	None.
11. Same in Massachusetts,	None.
12. Aggregate length of tracks belonging to this company, computed as single track,	5.794 miles.
13. Same in Massachusetts,	3.662 miles.
14. Total length of steel rails in tracks belonging to this company,	None.
[Weights per yard,]	
15. Total length of steel-top rails in tracks belonging to this company,	None.
[Weights per yard,]	
16. Miles of telegraph on line of road,	5.794
17. Miles of telegraph owned by this company, . .	None.
18. Number of telegraph offices in company's stations,	One.
19. Number of telegraph stations operated by this company,	None.
20. Number of telegraph stations operated jointly by railroad and telegraph company,	None.
21. Number of spans of bridges of 25 feet and upwards,	3
22. Number of iron bridges (aggregate length, . .),	None.
23. Number of wooden bridges (aggregate length, 315 ft.),	3
24. BRIDGES BUILT WITHIN THE YEAR. [None.]	
25. Number of crossings of highways at grade, . .	3
26. Number of crossings of highways over railroad,	2
27. Number of crossings of highways under railroad,	None.
28. Number of highway bridges 18 feet above track,	2
29. Number of highway bridges less than 18 feet above track,	None.
30. Number of crossings at which gates or flagmen are maintained,	None.
31. Number of crossings at which there are neither gates nor flagmen,	3
32. Number of railroad crossings at grade, . . .	None.
33. Number of railroad crossings over other railroads,	None.
34. Number of railroad crossings under other railroads,	None.
ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.	
35. Name, description and length of each—	None.
36. Total length of above roads,	
37. Total length of above roads in Massachusetts, .	
38. Total length of above roads in other States, specifying each,	
39. Total miles of road operated by this company,	5.794 miles.
40. Total miles of road operated by this company in Massachusetts,	3.662 miles.
41. Number of stations on all roads operated by this company,	2
42. Same in Massachusetts,	2

Rolling Stock.		Total number.	Per mile of road operated.
1. Locomotives (average weight of engines in working order,),		Hired by the company, and varies.	
2. Tenders (average weight of tenders full of fuel and water,), (Average joint weight of engines and tenders,),			
3. Snow-plows (average weight),			
4. Passenger cars (average weight,),			
5. Mail and baggage cars (average weight,),			
6. 8-wheel box freight cars (av'ge weight,),			
7. 4-wheel box freight cars (average weight,),			
8. 8-wheel platform cars (average weight,),			
9. 4-wheel platform cars (average weight,),			
10. Other cars (coal, gravel, &c.),			
11. Total freight cars, including coal, &c., on a basis of 8 wheels,			
12. Number of locomotives equipped with train brakes, (Kind of brake,)			
13. Number of cars equipped with train brakes, (Kind of brake,)			
14. Number of passenger cars in proportion to passengers carried one mile,			
Mileage, Traffic, &c.			
1. Miles run by passenger trains,			11,988
2. Rate of speed of express passenger trains, including stops,	None.		
3. Rate of speed of accommodation trains, including stops,	24 miles per hour.		
4. Miles run by freight trains,	None.		
5. Rate of speed of freight trains, including stops,	None.		
6. Miles run by other trains, and for what purposes,	None.		
7. Total train miles run,			11,988
8. Number of through passengers (whole length of road),			79,239
9. Number of local passengers (over part of road),			27,548
10. Total number of passengers carried,			106,787
11. Total passenger mileage, or passengers carried one mile,			619,744
12. Passenger mileage to and from other roads,	None.		
13. Number of tons carried,	None.		
14. Total freight mileage, or tons carried one mile,	None.		
15. Freight mileage to and from other roads,	None.		
16. Average rate of fare per mile (not including season tickets) received from passengers on roads occupied by this company,	6 cents.		
17. Average rate of fare per mile received from passengers to and from other roads,*	7 cents.		
18. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket,	None.		
Average rate of fare per mile for all passengers,	6½ cents.		
19. Average rate of freight per ton per mile on roads operated by this company,	None.		
20. Average rate of freight per ton per mile to and from other roads,*	None.		
21. Average number of cars in passenger trains, including baggage cars,	4		

* After deducting all allowances for tolls, use of cars, &c.

22. Average number of cars in freight trains (basis of 8 wheels),	None.
23. Average weight of passenger trains, including locomotive and tender, in working order,	42 tons.
24. Average weight of freight trains, including locomotive and tender, in working order,	None.
25. Number of persons regularly employed by company, including officials,	20

Classification of Business.

PASSENGERS.

1. Passengers coming from other States,†	53,032
2. Passengers going to other States,†	53,755
3. Passengers travelling only within this State,	None.
4. Total season-ticket passengers (round trip),	None.
5. Passengers to Boston (including season),‡	None.
6. Passengers from Boston (including season),‡	None.
7. Season-ticket passengers to and from Boston (one round trip daily),‡	None.

FREIGHT, IN TONS.

[No freight carried.]

Expenditures Charged to Capital Account during the Year.

1. Main line, extension or alteration of road,	-
2. Branches, extension or alteration of road, specifying each,	-
3. Double track extension,	-
4. Land,	\$200 00
5. Passenger and freight stations, wood-sheds and water stations,	308 85
6. Engine-houses, car-sheds, and turn-tables,	-
7. New locomotives and snow-plows,	-
8. New passenger cars,	4,200 00
9. New mail and baggage cars,	-
10. New freight cars,	-
11. Machine-shops, machinery and tools,	-
12. Purchase of other roads, specifying what,	-
13. Subscriptions or loans to other roads, specifying what,	-
14. Any other expenditures charged to capital account,	200 00
15. TOTAL,	4,908 85

Expenditures on Operating Account for the Year.

MAINTENANCE OF WAY AND BUILDINGS.

1. Repairs of road, exclusive of bridges and new rails,*	\$3,431 89
2. New iron rails, deducting old rails sold (number of miles, weight per yard,),*	Nothing.
3. Steel rails (number of miles weight per yard),	Nothing.
4. Repairs of bridges,	1,316 37
5. Repairs of buildings and fixtures,	260 93
6. Repairs of fences, road crossings and signs,	Nothing.
7. Removing ice and snow,	Nothing.
8. Other expenses,	Nothing.
9. Total for maintenance of way and buildings,	5,009 19
10. Per mile of road kept in repair,	864 55
11. Per mile of single track kept in repair, not including sidings,	864 55
12. Of the above total there was expended for other than ordinary repairs,	Nothing.

* Including labor and materials in new sidings.

† Apply only to roads crossing the State line.

‡ Apply only to the roads terminating in Boston.

TRAFFIC EXPENSES.

13. Repairs of locomotives and snow-plows,*	\$406 49
14. New locomotives and snow-plows,*	None.
15. Repairs of machine-shops and machinery,*	None.
16. New machine-shops and machinery,*	None.
17. Repairs of passenger, baggage and mail cars,*	109 90
18. New passenger, baggage and mail cars,*	None.
19. Repairs of freight and other cars,*	None.
20. New freight and other cars,*	None.
21. Fuel—number of cords of wood, . . . ; cost,†	None.
22. Fuel—number of tons of coal, 503 17-20; cost,†	3,214 76
23. Oil and waste,†	622 82
24. Amount paid other corporations or individuals not operating railroads, for use of cars, and for repairs of same,	1,500 00
25. Salaries, wages and incidentals, chargeable to passenger department,	6,335 99
26. Salaries, wages and incidentals, chargeable to freight depart- ment,	None.
27. Wages of switchmen, gate-keepers, signal-men, and watch- men, unless included above,	1,703 50
28. Gratuities and damages, passenger account [&c.],	110 00
29. Gratuities and damages, freight account,	None.
30. Other expenditures [ferry-boat],	7,143 97
31. <i>Total of traffic expenses,</i>	21,147 43
32. Per mile of road operated,	3,649 88
33. Per mile of single track operated, not including sidings,	3,649 88

MISCELLANEOUS.

34. Amount paid other companies as rent for use of road, speci- fying each company and amount,	None.
35. Telegraph expenses,	None.
36. United States taxes and stamps,	None.
37. State taxes,	None.
38. Local taxes,	610 06
39. Insurance, loss by fire, and damages paid for fires set by engines,	None.
40. General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the foregoing items,	None.
41. <i>Total miscellaneous,</i>	610 06
42. TOTAL EXPENDITURES FOR OPERATING THE ROAD,	26,766 68
43. Per mile of the road operated,	4,619 70
44. Per mile of single track operated, not including sidings,	4,619 79
45. Per train mile,	—
46. Proportion for Massachusetts,	16,917 62
47. Percentage of expenditures to income,	62.97 per ct.+

Revenue for the Year.

1. Receipts from local passengers on roads operated by this company,	\$39,618 37
2. Receipts from passengers from and to other roads over roads operated by this company,	None.
3. Receipts from passengers over other roads as tolls, or for use of cars of this company,	None.
4. Receipts from local freight on roads operated by this com- pany,	1,206 24
5. Receipts from freight from and to other roads over roads operated by this company,	None.
6. Receipts from freight over other roads as tolls, or for use of cars of this company,	None.
7. Receipts for express,	1,200 70
8. Receipts for mails,	350 00

* To include oil, fuel, clerks, watchmen, and incidentals about shops.

† For cars and engines.

9. Receipts as rents for use of road and equipment, when leased,	None.
10. Receipts as rents for use of property other than above,	None.
11. Total earnings,	\$42,378 31
12. Per mile of road operated,	7,315 72
13. Per mile of road operated,—computed as single track, not including sidings,	7,315 72
14. Per train mile,	—
15. Proportion for Massachusetts,	26,790 17
16. Income from other roads,	None.
17. Income from all other sources,	None.
18. TOTAL INCOME,	42,375 31
19. Percentage of income to capital stock and debt,	10.03 per ct.+
20. Percentage of income to total means applied to construction, equipment, &c.,	12.79 per ct.+

Net Income, Dividends, &c.

1. Total net income above operating expenses,	\$15,608 63
2. Percentage of net income to capital stock and debt,	None.
3. Percentage of net income to total means applied to construction, equipment, &c.,	None.
4. Paid for interest,	8,358 34
5. Paid in dividends per cent. for the year,	None.
6. Paid to sinking funds,	None.
7. Balance for the year or surplus,	7,250 29
8. Surplus at commencement of the year [deficit],	90,326 68
9. Total surplus [deficit],	83,076 39
10. Invested as follows:—	
Cash and loans,	None.
Balance of accounts due from other roads,	959 74
Other uncollected accounts,	None.
Materials for repairs,	None.
Fuel and stores,	None.
Any other items,	None.

General Balance Sheet at last Closing of Accounts.

DR.

Old Colony Railroad Company,	\$103 31
Interest,	112,658 50
Providence, Warren & Bristol R. R. Co.,	856 43
Cash,	2,855 03
Earl P. Mason, for self and others,	234,633 33
Graduation and masonry,	161,242 48
Wooden bridges,	25,957 97
Superstructure, including iron,	79,105 53
Station buildings and fixtures,	9,903 12
Land, land damages and fences,	20,273 00
Passenger and baggage cars,	4,200 00
Merchandise cars,	382 76
Engineering,	9,810 29
Agencies and other expenses,	2,872 45
Repairs of road and maintenance of way,	36,449 72
Repairs of wooden bridges,	4,822 38
Renewals of iron,	457 27
Wages of switchmen,	6,096 68
Wages of watchmen,	4,336 69

Steamer Oriole (cost, \$21,759.10),	\$71,503 73
Repairs of locomotives,	8,251 57
Repairs of passenger cars,	3,180 90
Fuel used by engines (wood),	1,661 24
Fuel used by engines (coal),	17,002 05
Oil for engines and cars,	2,946 88
Waste, &c., for engines and cars,	627 40
Salaries and wages, &c., for passenger department,	38,888 46
Salaries and wages, &c., for freight department,	119 97
Gratuities and damages,	230 00
Taxes and insurance,	5,392 86
Repairs of station buildings,	3,197 57
Paid other companies in tolls for freight and passengers,	1,747 94
Salaries President, Treasurer, Superintendent, law expenses, &c.,	4,202 60
	<hr/>
	\$875,970 11

Cr.

James Y. Smith,	\$7,350 00
Wm. M. Bailey,	350 00
Capital stock,	150,000 00
Bonds payable,	234,633 33
Jefferson Borden,	7,350 00
Wm. S. Slater,	7,350 00
Byron Sprague,	350 00
Earl P. Mason,	7,350 00
Earl P. Mason and others,	6,000 00
Income freight,	4,625 55
Suspense account,	687 00
Narragansett S. S. Co.,	173 45
Bills payable,	229,200 00
Income mails,	962 50
Charles T. Child,	6,237 41
Income passenger and express,	213,350 87
	<hr/>
	\$875,970 11

PROVIDENCE, R. I., October 31, 1872. The undersigned, Commissioners of the Fall River, Warren and Providence Railroad Company, have examined the above report, and believe it to be correct, and herewith approve the same.

CHARLES EDWARD POWERS,
Commissioner for Massachusetts.

JOHN B. HUMPHREYS,
Commissioner for Rhode Island.

Report of the Commissioners of the Fall River, Warren and Providence Railroad Company to the Legislature of Massachusetts, for the year ending September 30, 1872.

The undersigned, Commissioners of the Fall River, Warren and Providence Railroad Company, met at the office of the company, in Providence, on Thurs-

day, October 31, 1872, for the purpose of investigating the accounts and expenditures of said company, and for deciding what sums are applicable to that part of the road lying in the State of Massachusetts, and also what part is chargeable to that portion of the road lying in the State of Rhode Island; and having examined the accounts of said company, we find that there has been expended for the road in Massachusetts to the 30th of September, 1872, the sum of \$251,246 18

That there has been expended in Rhode Island to the 30th of September, 1872, the sum of 79,860 52

Making the whole cost of the road, \$331,106 70

The Commissioners further report that the accounts of the expenditures on the road in each State have been kept separate and distinct, as required by the charter of the company.

CHARLES EDWARD POWERS,
Commissioner for Massachusetts.

JOHN B. HUMPHREYS,
Commissioner for Rhode Island.

Name and Residence of Officers.

Officers.—Earl P. Mason, *President*, Providence, R. I.; Charles A. Nichols, *Vice President*, Providence, R. I.; James Y. Smith, *Treasurer*, Providence, R. I.; Wingate Hayes, *Clerk*, Providence, R. I. *Directors.*—James Y. Smith, Providence, R. I.; Jefferson Borden, Fall River, Mass.; Earl P. Mason, Providence, R. I.; Wm. S. Slater, Providence, R. I.; Wingate Hayes, Providence, R. I.; Charles A. Nichols, Providence, R. I.; Charles T. Child, Providence, R. I.

Proper Address for the Company.

FALL RIVER, WARREN AND PROVIDENCE RAILROAD COMPANY,
PROVIDENCE, RHODE ISLAND.

JAMES Y. SMITH,
JEFFERSON BORDEN,
CHAS. A. NICHOLS,
WINGATE HAYES,
WM. S. SLATER,
EARL P. MASON,

Directors of the Fall River, Warren and Providence Railroad Corporation.

THE STATE OF RHODE ISLAND.

PROVIDENCE COUNTY, ss. Providence, October 24, 1872. Then personally appeared James Y. Smith, Jefferson Borden and Charles A. Nichols, and on the 26th day of said October personally appeared Wingate Hayes, and on the 28th day of said October personally appeared William S. Slater and Earl P. Mason, and severally made oath to the truth of the foregoing statement by them subscribed.

HENRY MARTIN, *Justice of the Peace.*

REPORT

OF THE

FITCHBURG RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts.	
1. Capital stock authorized by charter,	\$4,000,000 00
2. Capital stock authorized by votes of company,	4,000,000 00
3. Capital stock paid in (number of shares, 40,000),	4,000,000 00
4. Capital stock issued,	4,000,000 00
5. Capital stock paid in per mile of road owned by company,	42,863 26
6. Capital stock paid in, proportion for Massachusetts,	3,947,372 77
7. Par value of shares,	100 00
8. Funded debt as follows:—	
1st mortgage bonds, due, rate of interest,	— —
2d mortgage bonds, due, rate of interest,	— —
3d mortgage bonds, due, rate of interest,	— —
9. Total amount of funded debt,	— —
10. Unfunded debt incurred for construction, equipment or purchase of property,	— —
11. Debt incurred for any other purpose, and for what,	— —
12. Total amount of debt,	— —
13. Proportion of debt for Massachusetts,	— —
14. Proportion of debt per mile of road,	— —
15. Total cash realized from capital and debt,	\$4,000,000 00
16. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property [as per balance sheet],	290,874 98
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,	4,290,874 98
18. Proportion of above for Massachusetts,	4,290,874 98
19. Number of stockholders,	2,323
20. Amount of stock held in Massachusetts,	3,409,900 00
21. Number of stockholders in Massachusetts,	1,948

Cost of Road, Equipment and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.

1. Grading and masonry,	\$800,000 00
2. Bridging,	450,000 00
3. Superstructure, including rails,	920,000 00
4. Land, land damages and fences,	740,000 00
5. Passenger and freight stations, wood-sheds and water stations,	300,000 00
6. Engine-houses, car-sheds and turn-tables,	180,000 00

7. Interest paid during construction, discount, &c. [\$110,600.00, included in items of construction and equipment],	-	-
8. Engineering, agencies, salaries and other expenses during construction,	\$50,000 00	
[Expended but not apportioned,]	63,371 84	
9. <i>Total expended for construction,</i>		\$3,503,371 84
10. Average cost of construction per mile of road built by company,		53,242 73
11. Same per mile of single track built by company, not including sidings,		30,077 02
12. Proportion of cost of construction for Massachusetts,		3,503,371 84

EQUIPMENT.

13. Locomotives and snow-plows,	150,000 00	
14. Passenger, mail and baggage cars,	35,000 00	
15. Freight and other cars,	175,000 00	
16. Machine-shops, machinery and tools,	200,000 00	
17. <i>Total for equipment,</i>		560,000 00
18. Average cost of equipment <i>per mile of road operated</i> by company,		6,000 85
19. Proportion for Massachusetts,		560,000 00

PROPERTY PURCHASED.

20. branch, original cost,		
purchased for	-	-
21. Stock of R. R., shares,		
purchased for	-	-
22. Bonds of road, nominal amount,		
purchased for	-	-
23. Steamboat, nominal amount		
purchased for	-	-
24. Lands in Charlestown and on line of road, not necessary for operation of road,	225,837 41	
25. Other property purchased [expended in Charlestown],	1,665 73	
26. <i>Total property purchased,</i>		227,503 14
27. Property in Massachusetts (including proportion of equipment),		227,503 14
28. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		4,290,874 98
29. Proportion for Massachusetts,		4,290,874 98
30. Amount of sinking and contingent funds,	-	-

Description of Road.

1. Length of main line of road from Boston to Fitchburg,	50 miles.
Length of main line of road in Massachusetts,	50 miles.
[In other States, specifying each,]	-
2. Length of line with track laid, if road is not completed,	-
3. Length of double track on main line,	50 miles.
4. Branches owned by company. Name and description of each single or double track ;	
[Freight and ice in Charlestown,] length, . . . . .	.63, double.
[Watertown Branch,] length,	6.60, single.
[Lancaster and Sterling and Marlboro'], length,	12.42, single.
[Peterboro' and Shirley],	23.62, single.
5. Total length of branches owned by company,	43.32 miles.
6. Total length of branches owned by company in Massachusetts,	33.95 miles.

7. Total length of branches owned by company in other States, specifying each [New Hampshire],	9.37 miles.
8. Length of double track on branches, . . . . .	.68 miles.
9. Total length of road belonging to this company,	93.32 miles.
10. Aggregate length of sidings and other tracks not above enumerated,	34.00 miles.
11. Same in Massachusetts,	32.53 miles.
12. Aggregate length of tracks belonging to this company, computed as single track,	178.00 miles.
13. Same in Massachusetts,	167.16 miles.
14. Total length of steel rails in tracks belonging to this company,	None.
[Weights per yard,]	
15. Total length of steel-top rails in tracks belonging to this company,	5½ miles.
[Weights per yard, 60 lbs.]	
16. Miles of telegraph on line of road,	93.32 miles.
17. Miles of telegraph owned by this company,	-
18. Number of telegraph offices in company's stations,	16
19. Number of telegraph stations operated by this company,	8
20. Number of telegraph stations operated jointly by railroad and telegraph company,	1
21. Number of spans of bridges of 25 feet and upwards,	21
22. Number of iron bridges (aggregate length,),	None.
23. Number of wooden bridges (aggregate length, 7,496 feet),	51

24. BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	Kind.	Material.	Length.	When Built.*
Waltham,	Pile,	Wood,	500 feet,	New.
Charlestown,	Pile,	Wood,	1,600 feet,	1846.
Boston,	Pile,	Wood,	Irregular,	New.

25. Number of crossings of highways at grade,	125
26. Number of crossings of highways over railroad,	20
27. Number of crossings of highways under railroad,	31
28. Number of highway bridges 18 feet above track,	None.
29. Number of highway bridges less than 18 feet above track,	20
30. Number of crossings at which gates or flagmen are maintained,	43
31. Number of crossings at which there are neither gates nor flagmen,	82
32. Number of railroad crossings at grade,	7
33. Number of railroad crossings over other railroads,	None.
34. Number of railroad crossings under other railroads,	1

* None of the bridges named above appear to have been built "within the year." [Com.]

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

35. Name, description and length of each— [The Troy and Greenfield Railroad is leased by the Fitchburg Railroad in connection with the Vermont and Mass. Railroad. The road is operated by the Vermont and Mass. Railroad.]		
36. Total length of above roads,	—	—
37. Total length of above roads in Massachusetts,	—	—
38. Total length of above roads in other States, specifying each,	—	—
39. Total miles of road operated by this company,		93.32 miles.
40. Total miles of road operated by this company in Massachusetts,		83.95 miles.
41. Number of stations on all roads operated by this company,		49
42. Same in Massachusetts,		46

Rolling Stock.

	Total number.	Per mile of road operated.
1. Locomotives (average weight of engines in working order, 28 tons),	38	.407
2. Tenders (average weight of tenders full of fuel and water, 17 tons), (Average joint weight of engines and tenders, 45 tons.)	40	.429
3. Snow-plows (average weight, 20 tons),	8	.086
4. Passenger cars (average weight, 16 tons),	46	.493
5. Mail and baggage cars (av'ge weight, 10 tons),	12	.129
6. 8-wheel box freight cars (av'ge weight, $8\frac{1}{4}$ tons),	176	1.886
7. 4-wheel box freight cars (av'ge weight, $4\frac{1}{2}$ tons),	205	2.197
8. 8-wheel platform cars (av'ge weight, $7\frac{1}{2}$ tons),	352	3.772
9. 4-wheel platform cars (av'ge weight, $3\frac{3}{4}$ tons),	58	.662
10. Other cars (coal, gravel, &c.),	85	.911
11. Total freight cars, including coal, &c., on a basis of 8 wheels,	702	7.552
12. Number of locomotives equipped with train brakes, (Kind of brake, Westinghouse.)		11
13. Number of cars equipped with train brakes, (Kind of brake, Westinghouse.)	{ All passen- { 46 passen- ger and { ger and 12 baggage. { baggage.	
14. Number of passenger cars in proportion to passengers carried one mile,	529,152 per car.	

Mileage, Traffic, &c.

1. Miles run by passenger trains,	374,719
2. Rate of speed of express passenger trains, including stops,	27½ miles per hour.
3. Rate of speed of accommodation trains, including stops,	22 miles per hour.
4. Miles run by freight trains,	335,046
5. Rate of speed of freight trains, including stops,	9½ miles per hour.
6. Miles run by other trains, and for what purposes [wood, gravel and snow],	6,481
7. Total train miles run,	716,246
8. Number of through passengers (whole length of road),	107,262
9. Number of local passengers (over part of road),	1,762,165
10. Total number of passengers carried,	1,869,427
11. Total passenger mileage, or passengers carried one mile,	24,341,123

12. Passenger mileage to and from other roads,	5,413,799
13. Number of tons carried,	740,123
14. Total freight mileage, or tons carried one mile,	19,618,511
15. Freight mileage to and from other roads,	13,116,974
16. Average rate of fare per mile (not including season tickets) received from passengers on roads occupied by this company,	2.407 cents.
17. Average rate of fare per mile received from passengers to and from other roads,*	2.211
18. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket,	1.022
Average rate of fare per mile for <i>all</i> passengers,	2.154
19. Average rate of freight per ton per mile on roads operated by this company [including station charges on ice, brick, and other short freight],	6.786
20. Average rate of freight per ton per mile to and from other roads,*	2.506
21. Average number of cars in passenger trains, including baggage cars,	5
22. Average number of cars in freight trains (basis of 8 wheels),	16.214
23. Average weight of passenger trains, including locomotive and tender, in working order,	119 tons.
24. Average weight of freight trains, including locomotive and tender, in working order,	175 tons.
25. Number of persons regularly employed by company, including officials,	720

Classification of Business.

PASSENGERS.

1. Passengers coming from other States,†	6,421
2. Passengers going to other States,†	6,380
3. Passengers travelling only within this State,	1,856,626
4. Total season-ticket passengers (round trip),	195,990
5. Passengers to Boston (including season),‡	761,082
6. Passengers from Boston (including season),‡	760,032
7. Season-ticket passengers to and from Boston (one round trip daily),‡	373,470

* After deducting all allowances for tolls, or use of cars, &c.

† Apply only to roads crossing the State line.

‡ Apply only to the roads terminating in Boston.

FREIGHT, IN TONS.

	Brought from other States.	Carried to other States.	Carried within this State only.	Taken from Boston.†	Carried to Boston.†
1. Anthracite coal, . . .	-	803.107	69,242.405	62,808.275	-
2. Bituminous coal, . . .	-	-	17,082	17,082	-
3. Petroleum, . . .	-	2.528	1,276.185	1,219.155	54.030
4. Railroad iron, including steel and steel-capped rails, . . .	-	-	3,868.580	2,867.135	572.445
5. Castings and other iron, . . .	14.191	114.033	33,208.371	17,446.658	12,445.843
6. Other metals, . . .	-	3.720	985.073	476.704	483.949
7. Iron and other ores, . . .	-	-	2,099.717	-	1,476.897
8. Stone and brick, . . .	4,240.261	4.500	41,999.173	3,193.909	29,316.414
9. Lime, cement and sand, . . .	101.838	237.622	13,884.485	5,347.503	3,867.705
10. Lumber, . . .	85.638	480.517	45,465.320	15,818.247	15,538.506
11. Ice, . . .	-	-	164,880.400	70	163,548.400
12. Live stock, . . .	17.625	41.125	31,488.390	840.390	690
13. Dressed carcasses, smoked and salted meats, . . .	-	2.420	1,247.176	394.758	684.239
14. Flour, . . .	7.800	173.100	9,882.400	2,755.800	5,325
15. Grain, . . .	107.485	564.138	25,382.670	831.607	6,515.585
16. Other agricultural products, . . .	7.950	-	76,425.211	-	69,050.576
17. Manufactures not included above,* . . .	650.771	73.716	70,269.842	7,503.955	49,952.055
18. Merchandise,* . . .	824.056	3,492.550	96,263.437	68,982.717	12,212.295
19. Other articles, . . .	3,139.075	36.400	19,903.959	2,420.639	10,854.002
20. Total tons carried, . . .	9,196.690	6,131.476	724,794.794	210,059.752	382,590.941

Expenditures Charged to Capital Account during the Year.

1. Main line, extension or alteration of road, . . .	} \$63,371 84
2. Branches, extension or alteration of road, specifying each, . . .	
3. Double track extension, . . .	
4. Land, . . .	
5. Passenger and freight stations, wood-sheds and water stations, . . .	
6. Engine-houses, car-sheds and turn-tables [at Charlestown], . . .	1,665 73
7. New locomotives and snow-plows, . . .	-
8. New passenger cars, . . .	-
9. New mail and baggage cars, . . .	-
10. New freight cars, . . .	-
11. Machine-shops, machinery and tools, . . .	-
12. Purchase of other roads, specifying what, . . .	-
13. Subscriptions or loans to other roads, specifying what, . . .	-
14. Any other expenditures charged to capital account [land purchased], . . .	20,897 04
15. TOTAL, . . .	85,934 61

Expenditures on Operating Account for the Year.

MAINTENANCE OF WAY AND BUILDINGS.

1. Repairs of road, exclusive of bridges and new rails,§ . . .	\$141,123 95
2. New iron rails, deducting old rails sold (number of miles 14, weight per yard, 56 lbs. and 60 lbs.),§ . . .	88,543 80
3. Steel rails (number of miles, weight per yard, . . .), . . .	-
4. Repairs of bridges, . . .	22,158 60
5. Repairs of buildings and fixtures, . . .	73,660 72
6. Repairs of fences, road crossings and signs, . . .	1,657 72
7. Removing ice and snow, . . .	2,282 57
8. Other expenses, . . .	-

* Manufactured articles starting from the place of manufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depot for sale, they become a part of the general merchandise of the place, and on any second transit are to be reckoned under the second head.

† Apply only to the roads terminating in Boston.

‡ Expended, but not apportioned.

§ Including labor and materials in new sidings.

9. Total for maintenance of way and buildings,	\$329,427 36
10. Per mile of road kept in repair,	3,530 08
11. Per mile of single track kept in repair, not including sidings,	2,287 69
12. Of the above total there was expended for other than ordinary repairs,	-

TRAFFIC EXPENSES.

13. Repairs of locomotives and snow-plows,*	90,701 15
14. New locomotives and snow-plows,*	
15. Repairs of machine-shops and machinery,*	5,337 77
16. New machine-shops and machinery,*	
17. Repairs of passenger, baggage and mail cars,*	33,691 92
18. New passenger, baggage and mail cars,*	
19. Repairs of freight and other cars,*	28,782 77
20. New freight and other cars,*	
21. Fuel—number of cords of wood, 2,951; cost,†	21,622 85
22. Fuel—number of tons of coal, 13,102; cost,†	97,652 78
23. Oil and waste,†	9,981 71
24. Amount paid other corporations or individuals not operating railroads, for use of cars, and for repairs of same,	-
25. Salaries, wages and incidentals, chargeable to passenger department,	85,979 72
26. Salaries, wages and incidentals, chargeable to freight department,	144,965 51
27. Wages of switchmen, gate-keepers, signal-men, and watchmen, unless included above,	21,200 77
28. Gratuities and damages, passenger account,	11,035 03
29. Gratuities and damages, freight account,	9,214 47
30. Other expenditures,	-
31. Total of traffic expenses,	560,166 45
32. Per mile of road operated,	6,002 64
33. Per mile of single track operated, not including sidings,	3,890 04

MISCELLANEOUS.

34. Amount paid other companies as rent for use of road, specifying each company and amount [Troy and Greenfield Railroad],	20,885 77
35. Telegraph expenses,	660 03
35. United States taxes and stamps,	1,513 20
37. State taxes,	55,682 63
38. Local taxes,	18,003 22
39. Insurance, loss by fire, and damages paid for fires set by engines,	12,635 45
40. General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the foregoing items,	17,380 37
41. Total miscellaneous,	136,760 67
42. TOTAL EXPENDITURES FOR OPERATING THE ROAD,	1,026,354 48
43. Per mile of the road operated,	10,998 22
44. Per mile of single track operated, not including sidings,	7,127 46
45. Per train mile,	1 43
46. Proportion for Massachusetts,	923,301 10
47. Percentage of expenditures to income, . . . . .	.76

Revenue for the Year.

1. Receipts from local passengers on roads operated by this company,	\$404,729 54
2. Receipts from passengers from and to other roads over roads operated by this company,	119,690 74
3. Receipts from passengers over other roads as tolls, or for use of cars of this company,	-

* To include oil, fuel, clerks, watchmen, and incidentals about shops.

† For cars and engines.

4. Receipts from local freight on roads operated by this company,	\$441,213 74
5. Receipts from freight from and to other roads over roads operated by this company,	328,722 46
6. Receipts from freight over other roads as tolls, or for use of cars of this company,	-
7. Receipts for express,	30,301 78
8. Receipts for mails,	9,391 65
9. Receipts as rents for use of road and equipment, when leased,	-
10. Receipts as rents for use of property other than above,	15,978 01
11. Total earnings,	1,350,027 92
12. Per mile of road operated,	14,466 65
13. Per mile of road operated,—computed as single track, not including sidings,	9,375 19
14. Per train mile,	1 88
15. Proportion for Massachusetts,	1,214,475 39
16. Income from other roads,	-
17. Income from all other sources,	261 43
18. TOTAL INCOME,	1,350,289 35
19. Percentage of income to capital stock and debt,	33.75
20. Percentage of income to total means applied to construction, equipment, &c.,	27.00
Net Income, Dividends, &c.	
1. Total net income above operating expenses,	\$323,934 87
2. Percentage of net income to capital stock and debt,	8.10
3. Percentage of net income to total means applied to construction, equipment, &c.,	7.55
4. Paid for interest,	-
5. Paid in dividends 8 per cent. for the year,	321,960 20
6. Paid to sinking funds,	-
7. Balance for the year or surplus,	1,974 67
8. Surplus at commencement of the year,	\$308,488 18
[Less U. S. tax, 1871,]	4,102 57
	<u>\$304,385 61</u>
[Add real estate deducted last year,]	204,939 77
	<u>509,325 38</u>
9. Total surplus,	511,300 05
10. Invested as follows:—	
Cash and loans,	54,885 44
Balance of accounts due from other roads,	43,649 76
Other uncollected accounts,	-
Materials for repairs,	111,871 68
Fuel and stores,	38,257 00
Any other items,	262,686 17

General Balance Sheet at last Closing of Accounts.

Dr.	
Grading and masonry,	\$800,000 00
Bridging,	450,000 00
Superstructure and rails,	920,000 00
Land, land damages and fences,	740,000 00
Depots, wood-sheds and water stations,	300,000 00
Engine-houses, turn-tables and ear sheds,	180,000 00
Engineering,	50,000 00
Locomotives and snow-plows,	150,000 00
Passenger, baggage and mail cars,	35,000 00

Freight and other cars,	\$175,000 00	
Machinery, shops and tools,	200,000 00	
	<hr/>	\$4,000,000 00
Construction account,		63,371 84
Repairs of road,	\$5,050 00	
New iron rails,	60,000 00	
Repairs of bridges,	3,165 00	
Repairs of stations, &c.,	3,200 00	
Repairs of locomotives, &c.,	20,352 61	
Repairs of passenger cars,	4,029 07	
Repairs of freight cars,	7,200 00	
Stock materials,	7,900 00	
Salaries, &c., passenger department,	325 00	
Salaries, &c., freight department,	650 00	
	<hr/>	111,871 68
Cash,	\$15,249 61	
Notes receivable, including 1,300 shares Fitchburg R.		
R. stock at par, and deducting notes payable,	39,635 83	
	<hr/>	54,885 44
Wood,	\$13,596 00	
Coal,	24,661 00	
	<hr/>	38,257 00
Real estate,		225,837 41
Coal elevator,		1,665 73
Receipts from freight,		44,371 81
		<hr/>
		\$4,540,260 91
CR.		
Capital stock,	\$4,000,000 00	
Profit and loss,	511,300 05	
Unclaimed dividends,	\$6,236 00	
Unclaimed State tax,	2 81	
Lancaster Railroad Co.,	22,000 00	
	<hr/>	28,238 81
Receipts from passengers,	722 05	
	<hr/>	\$4,540,260 91

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCON- DUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . .	—	—	2	—	2	—
Employés, . . .	—	—	—	1	—	1
Others, . . .	—	—	5	4	5	4

Statement of each Accident.

October 12, 1871.—Mary Garey was seriously injured while walking upon the track near Watertown Station.

October 28.—Geo. M. Russell was injured (not seriously) at a crossing near Townsend Centre. He was driving a pair of horses which became frightened and ran upon the track in front of the engine.

November 2.—Austin Pierce was killed while walking upon the track in Somerville.

November 29.—William Doran was killed while walking upon the track in Waltham.

March 6, 1872.—Thomas Cass had an ankle broken while walking upon the track between Cambridge Station and the brick yards.

April 30.—A young child named John Gallagher crawled upon the track near the Bleachery Station and was slightly injured by a passing train.

May 25.—John H. Goulding fell from a train near Bemis Station, and was killed.

July 29.—T. J. Kelley, crossing tender in Charlestown freight yard, fell from a car and injured one of his arms. He was playing on a train.

August 1.—Frank McNally was run over and killed while walking upon the track in Cambridge.

August 20.—A young child named Bridget Follen was seriously injured while playing upon the track west of Waltham Station.

August 27.—A boy named Patriek Gilson was fatally injured while walking upon the track west of Waltham Station.

August 29.—Edwin E. Lawton fell from the steps of a car on an express train while passing through Waltham, and was killed.

Name and Residence of Officers.

William B. Stearns, *President*, office in Boston; Charles L. Heywood, *Superintendent*, office in Boston; Mason D. Benson, *Treasurer*, office in Boston. *Directors*.—Wm. B. Stearns, Charlestown; Alvah Crocker, Fitchburg; Peter B. Brigham, Boston; Cyrus Wakefield, Wakefield; C. U. Cotting, Brookline.

Proper Address for the Company.

FITCHBURG RAILROAD COMPANY, BOSTON, MASS.

WILLIAM B. STEARNS,
P. B. BRIGHAM,
C. WAKEFIELD,
CHAS. U. COTTING,

Directors of the Fitchburg Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. December 3, 1872. Then personally appeared P. B. Brigham, and C. Wakefield, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WM. B. STEARNS, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. December 2, 1872. Then personally appeared William B. Stearns and Chas. U. Cotting, and severally made oath to the truth of the foregoing statements by them subscribed, according to their best knowledge and belief.

WM. F. GRUBB, *Justice of the Peace.*

REPORT

OF THE

FRAMINGHAM AND LOWELL RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

[This road is operated by the Boston, Clinton and Fitchburg Railroad Company.]

Capital Stock and Debts.

1. Capital stock authorized by charter,	\$1,500,000 00
2. Capital stock authorized by votes of company,	500,000 00
3. Capital stock paid in (number of shares, 40 in part, 4,960 in full,	499,896 39
4. Capital stock issued,	4,960 shares.
5. Capital stock paid in per mile of road owned by company,	-
6. Capital stock paid in, proportion for Massachusetts,	All.
7. Par value of shares,	100 00
8. Funded debt as follows:—	
1st mortgage bonds, due 1891, rate of interest 7 per cent.,	500,000 00
Coupon notes, due 1882, rate of interest, 8 per cent.,	150,000 00
3d mortgage bonds, due rate of interest,	None.
9. Total amount of funded debt,	650,000 00
10. Unfunded debt, incurred for construction, equipment or purchase of property,	48,957 31
11. Debt incurred for any other purpose, and for what [cash assets on hand, \$58,170.46],	63,140 84
12. Total amount of debt [including No. 11],	762,098 15
13. Proportion of debt for Massachusetts,	All.
14. Proportion of debt per mile of road,	29,311 00
15. Total cash realized from capital and debt [not including No. 11],	1,198,853 70
16. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property,	29 62
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,	1,203,853 70
18. Proportion of above for Massachusetts,	All.
19. Number of stockholders,	240
20. Amount of stock held in Massachusetts,	4,913 shares.
21. Number of stockholders in Massachusetts,	193

Cost of Road, Equipment and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.

1. Grading and masonry	\$387,144 77
2. Bridging,	7,556 00
3. Superstructure, including rails,	325,442 37
4. Land, land damages and fences,	88,680 44

5. Passenger and freight stations, wood-sheds and water stations,	\$21,378 69	
6. Engine-houses, car-sheds and turn-tables,	3,405 65	
7. Interest paid during construction, discount, &c., [Discount on bonds,]	39,823 48	
	110,000 00	
8. Engineering, agencies, salaries and other expenses during construction,	35,064 19	
[Telegraph,]	3,296 11	
9. <i>Total expended for construction</i> ,		\$1,021,791 70
10. Average cost of construction per mile of road built by company,		39,107 00
11. Same per mile of single track built by company, not including sidings,		39,107 00
12. Proportion of cost of construction for Massachusetts,		All.

EQUIPMENT.

13. Locomotives and snow-plows,	63,400 00	
14. Passenger, mail and baggage cars,	5,912 00	
15. Freight and other cars,	112,750 00	
16. Machine-shops, machinery and tools,	None.	
17. <i>Total for equipment</i> ,		182,062 00
18. Average cost of equipment <i>per mile of road operated</i> by company,		7,002 00
19. Proportion for Massachusetts,		All.

PROPERTY PURCHASED.

20. branch, original cost	} Nothing under this head.	
21. Stock of road, shares,		
22. Bonds of road, nominal amount		
23. Steamboat nominal amount		
24. Lands in not necessary for operation of road,		
25. Other property purchased,		
26. <i>Total property purchased</i> ,		
27. Property in Massachusetts (including proportion of equipment),		All.
28. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		1,203,853 70
29. Proportion for Massachusetts,		All.
30. Amount of sinking and contingent funds,		None.

Description of Road.

1. Length of main line of road from to		26 miles.
Length of main line of road in Massachusetts,	All.	
In other States, specifying each,	-	-
2. Length of line with track laid, if road is not completed,		Completed.
3. Length of double track on main line,		None.
4. Branches owned by company. Name and description of each single or double track, . . . ; length,	-	-
5. Total length of branches owned by company,		None.
6. Total length of branches owned by company in Massachusetts,	-	-
7. Total length of branches owned by company in other States, specifying each,	-	-
8. Length of double track on branches,		None.

9. Total length of road belonging to this company,	26 miles.
10. Aggregate length of sidings and other tracks not above enumerated,	71,658 feet.
11. Same in Massachusetts,	All.
12. Aggregate length of tracks belonging to this company, computed as single track,	29.229 miles.
13. Same in Massachusetts,	All.
14. Total length of steel rails in tracks belonging to this company,	None.
[Weights per yard,]	
15. Total length of steel-top rails in tracks belonging to this company,	None.
[Weights per yard,]	
16. Miles of telegraph on line of road,	28 miles.
17. Miles of telegraph owned by this company,	All.
18. Number of telegraph offices in company's stations,	Six.
19. Number of telegraph stations operated by this company,	All by B. C. & F. R. R.
20. Number of telegraph stations operated jointly by railroad and telegraph company,	Six.
21. Number of spans of bridges of 25 feet and upwards,	Four.
22. Number of iron bridges (aggregate length,)	Nine.
23. Number of wooden bridges (aggregate length, 405 feet),	Sixteen.
24. BRIDGES BUILT WITHIN THE YEAR.	
[None.]	
25. Number of crossings of highways at grade,	37
26. Number of crossings of highways over railroad,	2
27. Number of crossings of highways under railroad,	-
28. Number of highway bridges 18 feet above track,	2
29. Number of highway bridges less than 18 feet above track,	-
30. Number of [grade] crossings at which gates or flagmen are maintained,	1
31. Number of [grade] crossings at which there are neither gates nor flagmen,	36
32. Number of railroad crossings at grade,	1
33. Number of railroad crossings over other railroads,	None.
34. Number of railroad crossings under other railroads,	None.

Rolling Stock.

	Total number.	Per mile of road operated.
1. Locomotives (average weight of engines in working order,)	Three.	These cars and engines are in use by the B. C. & F. R. R., by whom this road is leased and operated, and at the expiration of the lease they will be the property of that company.
2. Tenders (average weight of tenders full of fuel and water,)	Three.	
[Average joint weight of engines and tenders,]		
3. Snow-plows (average weight,)	One.	
4. Passenger cars (average weight,)	One.	
5. Mail and baggage cars (average weight,)	None.	
6. 8-wheel box freight cars (av'ge weight,)	Sixty (60).	
7. 4-wheel box freight cars (av'ge weight,)	Thirty (30)	
8. 8-wheel platform cars (av'ge weight,)	None.	
9. 4-wheel platform cars (average weight,)	None.	
10. Other cars (coal, gravel, &c.),	None.	
11. Total freight cars, including coal, &c., on a basis of 8 wheels,	75	

12. Number of locomotives equipped with train brakes,	None.
(Kind of brake,)	
13. Number of cars equipped with train brakes,	None.
(Kind of brake,)	
14. Number of passenger cars in proportion to passengers carried one mile,	- -

Mileage, Traffic, &c.

[Included in report of the Boston, Clinton and Fitchburg R. R.]

Expenditures Charged to Capital Account during the Year.*	
1. Main line, extension or alteration of road,*	\$224,103 63
2. Branches, extension or alteration of road, specifying each	-
3. Double track extension,	-
4. Land,	-
5. Passenger and freight stations, wood-sheds and water stations,	} Equipment* 66,062 00
6. Engine-houses, car-sheds and turn-tables,	
7. New locomotives and snow-plows,	
8. New passenger cars,	
9. New mail and baggage cars,	
10. New freight cars,	-
11. Machine-shops, machinery and tools,	-
12. Purchase of other roads, specifying what,	-
13. Subscriptions or loans to other roads, specifying what,	-
14. Any other expenditures charged to capital account,	-
15. TOTAL,	290,170 63

Expenditures on Operating Account for the Year.

[Included in report of Boston, Clinton and Fitchburg R. R.]

Revenue for the Year.

1. Receipts from local passengers on roads operated by this company,	-
2. Receipts from passengers from and to other roads over roads operated by this company,	-
3. Receipts from passengers over other roads as tolls, or for use of cars of this company,	-
4. Receipts from local freight on roads operated by this company,	-
5. Receipts from freight from and to other roads over roads operated by this company,	-
6. Receipts from freight over other roads as tolls, or for use of cars of this company,	-
7. Receipts for express	-
8. Receipts for mails,	-
9. Receipts as rents for use of road and equipment, when leased,	\$21,580 35
10. Receipts as rents for use of property other than above,	-
11. Total earnings,	21,580 35
12. Per mile of road operated,	-
13. Per mile of road operated,—computed as single track, not including sidings,	-
14. Per train mile,	-
15. Proportion for Massachusetts,	All.
16. Income from other roads,	-
17. Income from all other sources,*	-
18. TOTAL INCOME,	21,580 35

* Expenditures during the year not returned by the corporation. The amount, found by a comparison with last year's return, appears to be as stated above. [Com.]

19. Percentage of income to capital stock and debt,	-
20. Percentage of income to total means applied to construction, equipment, &c.,	-
Net Income, Dividends, &c.	
1. Total net income above operating expenses,	\$21,580 35
2. Percentage of net income to capital stock and debt,	*1.80 per ct.
3. Percentage of net income to total means applied to construction, equipment, &c.,	1.80 per ct.
4. Paid for interest,	21,550 73
5. Paid in dividends per cent. for the year,	None.
6. Paid to sinking funds,	Nothing.
7. Balance for the year or surplus,	29 62
8. Surplus at commencement of the year,	Nothing.
9. Total surplus,	Nothing.
10. Invested as follows:—	
Cash and loans,	-
Balance of accounts due from other roads,	-
Other uncollected accounts,	-
Materials for repairs,	-
Fuel and stores,	-
Any other items,	-

General Balance Sheet at last Closing of Accounts.

Dr.

Construction,	\$1,021,791 70
Equipment,	182,062 00
Cash,	10,748 61
Sundry accounts,	47,421 85
	<hr/>
	\$1,262,024 16

CR.

Capital stock,	\$499,896 39
Mortgage bonds,	500,000 00
Coupon notes,	150,000 00
Bills payable,	91,650 00
Sundry accounts,	20,448 15
Surplus,	29 62
	<hr/>
	\$1,262,024 16

Name and Residence of Officers.

Directors.—E. P. Carpenter, Foxboro', *President*; H. A. Blood, Fitchburg, *Vice-President*; Geo. E. Towne, Fitchburg, *Treasurer*; Geo. A. Torrey, Fitchburg; Harrison Bliss, Worcester; S. H. Howe, Bolton; Lyman Nichols, Boston; Peter B. Brigham, Boston; Ralph Warner, Boston; Daniel Wetherbee, Acton; David Lane, Lowell; James W. Clark, Framingham; Wm. F. Ellis, Ashland.

Proper Address for the Company.

FRAMINGHAM AND LOWELL RAILROAD COMPANY, 17 U. S. HOTEL
BLOCK, BOSTON.

E. P. CARPENTER,
HARRISON BLISS,
JAMES W. CLARK,
DANIEL WETHERBEE,
H. A. BLOOD,
GEO. E. TOWNE,
RALPH WARNER,
SOLOMON H. HOWE,
GEO. A. TORREY,

Directors of the Framingham and Lowell Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. December 9, 1872. Then personally appeared Geo. E. Towne, and made oath that the statements by him subscribed above, was true according to his best knowledge and belief.

GEO. A. TORREY, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. December 9, 1872. Then personally appeared E. P. Carpenter, Harrison Bliss, Jas. W. Clark, Dan'l Wetherbee, H. A. Blood, Ralph Warner, S. H. Howe, Geo. A. Torrey, and severally made oath to the truth of the foregoing statement by them subscribed.

GEO. E. TOWNE, *Justice of the Peace.*

REPORT

OF THE

HANOVER BRANCH RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts.		
1. Capital stock authorized by charter,		\$160,000 00
2. Capital stock authorized by votes of company,	-	-
3. Capital stock paid in (number of shares, 1,233),		*123,300 00
4. Capital stock issued,	-	-
5. Capital stock paid in per mile of road owned by company,		15,412 00
6. Capital stock paid in, proportion for Massachusetts,	All.	
7. Par value of shares,		100 00
8. Funded debt as follows:—		
1st mortgage bonds, due, rate of interest,	-	-
2d mortgage bonds, due, rate of interest,	-	-
3d mortgage bonds, due, rate of interest,	-	-
9. Total amount of funded debt [one mortgage],		40,000 00
10. Unfunded debt, incurred for construction, equipment or purchase of property,	-	-
11. Debt incurred for any other purpose, and for what,	-	-
12. Total amount of debt,		40,000 00
13. Proportion of debt for Massachusetts,	All.	
14. Proportion of debt per mile of road,		5,000 00
15. Total cash realized from capital and debt,	\$163,300 00	
16. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property,	48,639 49	
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,		211,939 49
18. Proportion of above for Massachusetts,	All.	
19. Number of stockholders,	120	
20. Amount of stock held in Massachusetts,		121,200 00
21. Number of stockholders in Massachusetts,	117	

Cost of Road, Equipment and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.

1. Grading and masonry,	\$71,805 00
2. Bridging,	-
3. Superstructure, including rails,	62,151 00
4. Land, land damages and fences,	17,817 60
5. Passenger and freight stations, wood-sheds and water stations,	14,115 64
6. Engine-houses, car-sheds and turn-tables,	6,000 00

* According to balance sheet, cap. stock is \$123,550. [Com.]

7. Interest paid during construction, discount, &c.	-	-
8. Engineering, agencies, salaries and other expenses during construction,	\$3,000 00	
9. <i>Total expended for construction,</i>		*\$174,889 24
10. Average cost of construction per mile of road built by company,		21,861 13
11. Same per mile of single track built by company, not including sidings,		21,861 13
12. Proportion of cost of construction for Massachusetts,		All.
EQUIPMENT.		
13. Locomotives and snow-plows,	12,500 00	
14. Passenger, mail and baggage cars,	17,050 25	
15. Freight and other cars,	7,500 00	
16. Machine-shops, machinery and tools,	-	-
17. <i>Total for equipment,</i>		*37,050 25
18. Average cost of equipment per mile of road operated by company,		4,631 28
19. Proportion for Massachusetts,		All.
PROPERTY PURCHASED.		
20. branch, original cost,		
21. purchased for shares,	-	-
22. Bonds of road, nominal amount	-	-
23. Steamboat, nominal amount	-	-
24. Lands in not necessary for operation of road,	-	-
25. Other property purchased,	-	-
26. <i>Total property purchased,</i>	-	-
27. Property in Massachusetts (including proportion of equipment),	-	-
28. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		†211,939 49
29. Proportion for Massachusetts,		All.
30. Amount of sinking and contingent funds,	-	-
Description of Road.		
1. Length of main line of road from N. Abington to Hanover,		7 $\frac{7}{8}$ miles.
Length of main line of road in Massachusetts, [In other States, specifying each,],	-	All.
2. Length of line with track laid, if road is not completed,	-	-
3. Length of double track on main line,		None.
4. Branches owned by company. Name and description of each single or double track, length,	-	-
5. Total length of branches owned by company,		None.
6. Total length of branches owned by company in Massachusetts,	-	-
7. Total length of branches owned by company in other States, specifying each,	-	-
8. Length of double track on branches,	-	-
9. Total length of road belonging to this company,		7 $\frac{7}{8}$ miles.
10. Aggregate length of sidings and other tracks not above enumerated,		1 mile.
11. Same in Massachusetts,		All.

* See balance sheet for different statement.

† According to balance sheet, the permanent investments amount to \$210,574.53. [Com.]

12. Aggregate length of tracks belonging to this company, computed as single track, . . .		8 $\frac{7}{8}$ miles.
13. Same in Massachusetts, . . .		All.
14. Total length of steel rails in tracks belonging to this company, . . .	-	-
[Weights per yard, . . .]		
15. Total length of steel-top rails in tracks belonging to this company, . . .	-	-
[Weights per yard, . . .]		
16. Miles of telegraph on line of road, . . .		1 $\frac{3}{4}$ miles.
17. Miles of telegraph owned by this company, . .	-	-
18. Number of telegraph offices in company's stations, . . .		1
19. Number of telegraph stations operated by this company, . . .	-	-
20. Number of telegraph stations operated jointly by railroad and telegraph company, . . .		1
21. Number of spans of bridges of 25 feet and upwards, . . .	-	-
22. Number of iron bridges (aggregate length, . . .)	-	-
23. Number of wooden bridges (aggr'te le'gth,), . .	-	-
24. BRIDGES BUILT WITHIN THE YEAR.		
[None.]		
25. Number of crossings of highways at grade, . .		18
26. Number of crossings of highways over railroad, . .	-	-
27. Number of crossings of highways under railroad, . . .	-	-
28. Number of highway bridges 18 feet above track, . .	-	-
29. Number of highway bridges less than 18 feet above track, . . .	-	-
30. Number of crossings at which gates or flagmen are maintained, . . .	-	-
31. Number of crossings at which there are neither gates nor flagmen, . . .		18
32. Number of railroad crossings at grade, . . .	-	-
33. Number of railroad crossings over other railroads, . . .	-	-
34. Number of railroad crossings under other railroads, . . .	-	-
ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.		
35. Name, description and length of each, . . .	-	-
36. Total length of above roads, . . .	-	-
37. Total length of above roads in Massachusetts, . .	-	-
38. Total length of above roads in other States, specifying each, . . .	-	-
39. Total miles of road operated by this company, . .		7.86
40. Total miles of road operated by this company in Massachusetts, . . .		7.88
41. Number of stations on all roads operated by this company, . . .		4
42. Same in Massachusetts, . . .		All.
Rolling Stock.		
	Total number.	Per mile of road operated.
1. Locomotives (average weight of engines in working order, 20 tons), . . .	2	.25
2. Tenders (average weight of tenders full of fuel and water, 12 tons), . . .	2	.25
(Average joint weight of engines and tenders, 32 tons.)		
3. Snow-plows (average weight, tons), . . .	-	-
4. Passenger cars (average weight, 15 tons), . . .	3	.33

5. Mail and baggage cars (average weight, 12 tons),	2	.25
6. 8-wheel box freight cars (average weight, 8 tons),	8	1.
7. 4-wheel box freight cars (av'ge weight, . . .),		
8. 8-wheel platform cars (average weight, 6 tons),	5	.62
9. 4-wheel platform cars (av'ge weight, . . .),	-	-
10. Other cars (coal, gravel, &c.),	-	-
11. Total freight cars, including coal, &c., on a basis of 8 wheels,	13	1.62
12. Number of locomotives equipped with train brakes,		None.
(Kind of brake,)		
13. Number of cars equipped with train brakes,		None.
(Kind of brake,)		
14. Number of passenger cars in proportion to passengers carried one mile,	1 to 114,499.	

Mileage, Traffic, &c.

1. Miles run by passenger trains,		21,000
2. Rate of speed of express passenger trains, including stops,	16 miles.	
3. Rate of speed of accommodation trains, including stops,	-	-
4. Miles run by freight trains,	With passenger.	-
5. Rate of speed of freight trains, including stops,	-	-
6. Miles run by other trains, and for what purposes [excursions],		96
7. Total train miles run,		21,096
8. Number of through passengers (whole length of road),		6,125
9. Number of local passengers (over part of road),		73,183
10. Total number of passengers carried,		79,998
11. Total passenger mileage, or passengers carried one mile,		343,498
12. Passenger mileage to and from other roads,		120,000
13. Number of tons carried,		114,397
14. Total freight mileage, or tons carried one mile,		58,588
15. Freight mileage to and from other roads,		43,191
16. Average rate of fare per mile (not including season tickets) received from passengers on roads occupied by this company,	3½ cents.	
17. Average rate of fare per mile received from passengers to and from other roads,*	3½ cents.	
18. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket,	1½ cents.	
Average rate of fare per mile for all passengers,	2½ cents.	
19. Average rate of freight per ton per mile on roads operated by this company,	8 cents.	
20. Average rate of freight per ton per mile to and from other roads,*	6 cents.	
21. Average number of cars in passenger trains, including baggage cars,	2½	
22. Average number of cars in freight trains (basis of 8 wheels),	3	
23. Average weight of passenger trains, including locomotive and tender, in working order,	66 tons.	
24. Average weight of freight trains, including locomotive and tender, in working order [in passenger trains],	20 tons.	
25. Number of persons regularly employed by company, including officials,	19	

* After deducting all allowances for tolls, or use of cars, &c.

† See page 182.

Classification of Business.

PASSENGERS.

1. Passengers coming from other States,*	-
2. Passengers going to other States,*	-
3. Passengers travelling only within this State,	79,998
4. Total season-ticket passengers (round trip),	11,700
5. Passengers to Boston (including season),†	-
6. Passengers from Boston (including season),†	-
7. Season-ticket passengers to and from Boston (one round trip daily),†	-

FREIGHT, IN TONS.

	Brought from other States.	Carried to other States.	Carried within this State only.	Taken from Boston.†	Carried to Boston.†
1. Anthracite coal,	-	-	1,700	-	-
2. Bituminous coal,	-	-	225	-	-
3. Petroleum,	-	-	-	-	-
4. Railroad iron, including steel and steel-capped rails,	-	-	-	-	-
5. Castings and other iron,	-	-	300	-	-
6. Other metals,	-	-	350	-	-
7. Iron and other ores,	-	-	-	-	-
8. Stone and brick,	-	-	300	-	-
9. Lime, cement and sand,	-	-	30	-	-
10. Lumber,	-	-	250	-	-
11. Ice,	-	-	-	-	-
12. Live stock,	-	-	10	-	-
13. Dressed carcasses, smoked and salted meats,	-	-	40	-	-
14. Flour,	-	-	300	-	-
15. Grain,	-	-	500	-	-
16. Other agricultural products,	-	-	100	-	-
17. Manufactures not included above,‡	-	-	4,500	-	-
18. Merchandise,†	-	-	5,000	-	-
19. Other articles,	-	-	1,000	-	-
20. Total tons carried,	-	-	14,605	-	-

Expenditures Charged to Capital Account during the Year.

1. Main line, extension or alteration of road,	-
2. Branches, extension or alteration of road, specifying each	-
3. Double track extension,	-
4. Land,	-
5. Passenger and freight stations, wood-sheds and water stations,	-
6. Engine-houses, car-sheds and turn-tables,	\$500 00
7. New locomotives and snow-plows,	-
8. New passenger cars,	-
9. New mail and baggage cars,	-
10. New freight cars,	-
11. Machine-shops, machinery and tools,	-
12. Purchase of other roads, specifying what,	-
13. Subscriptions or loans to other roads, specifying what,	-
14. Any other expenditures charged to capital account,	-
15. TOTAL,	500 00

* Apply only to roads crossing the State line.

† Apply only to the roads terminating in Boston.

‡ Manufactured articles starting from the place of manufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depot for sale, they become a part of the general merchandise of the place, and on any second transit are to be reckoned under the second head.

Expenditures on Operating Account for the Year.

MAINTENANCE OF WAY AND BUILDINGS.

1. Repairs of road, exclusive of bridges and new rails,*	\$2,800 00
2. New iron rails, deducting old rails sold (number of miles, weight per yard, lbs.),*	-
3. Steel rails (number of miles, weight per yard),	-
4. Repairs of bridges,	-
5. Repairs of buildings and fixtures,	200 00
6. Repairs of fences, road crossings and signs,	110 00
7. Removing ice and snow,	25 00
8. Other expenses,	191 00
9. Total for maintenance of way and buildings,	3,326 00
10. Per mile of road kept in repair,	369 55
11. Per mile of single track kept in repair, not including sidings,	415 75
12. Of the above total there was expended for other than ordinary repairs,	-

TRAFFIC EXPENSES.

13. Repairs of locomotives and snow-plows,†	500 00
14. New locomotives and snow-plows,†	-
15. Repairs of machine-shops and machinery,†	-
16. New machine-shops and machinery,†	-
17. Repairs of passenger, baggage and mail cars,†	1,000 00
18. New passenger, baggage and mail cars,†	-
19. Repairs of freight and other cars,†	100 00
20. New freight and other cars,†	-
21. Fuel—number of cords of wood, 50; cost [\$4.00],‡	200 00
22. Fuel—number of tons of coal 220; cost [\$8.60],‡	1,892 00
23. Oil and waste,‡	265 00
24. Amount paid other corporations or individuals not operating railroads, for use of cars and for repairs of same,	100 00
25. Salaries, wages and incidentals, chargeable to passenger department,	4,703 00
26. Salaries, wages and incidentals, chargeable to freight department,	2,451 66
27. Wages of switchmen, gate-keepers, signal-men, and watchmen, unless included above,	-
28. Gratuities and damages, passenger account,	-
29. Gratuities and damages, freight account,	-
30. Other expenditures,	-
31. Total of traffic expenses,	14,537 66
32. Per mile of road operated,	1,615 29
33. Per mile of single track operated, not including sidings,	1,817 21

MISCELLANEOUS.

34. Amount paid other companies as rent for use of road, specifying each company and amount [O. C. & N. R.],	31,317 67
35. Telegraph expenses,	-
36. United States taxes and stamps,	-
37. State taxes,	593 52
38. Local taxes,	15 21
39. Insurance, loss by fire, and damages paid for fires set by engines,	347 50
40. General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the foregoing items,	600 00
41. Total miscellaneous,	32,873 69
42. TOTAL EXPENDITURES FOR OPERATING THE ROAD,	50,737 35
43. Per mile of the road operated,	5,637 48
44. Per mile of single track operated, not including sidings,	6,342 17

* Including labor and materials in new sidings.

† To include oil, fuel, clerks, watchmen, and incidentals about shops.

‡ For cars and engines.

45. Per train mile,	\$2 40
46. Proportion for Massachusetts,	-
47. Percentage of expenditures to income,	60 per cent.

Revenue for the Year.

1. Receipts from local passengers on roads operated by this company,	\$12,618 47
2. Receipts from passengers from and to other roads over roads operated by this company,	29,794 62
3. Receipts from passengers over other roads as tolls, or for use of cars of this company,	-
4. Receipts from local freight on roads operated by this company,	4,177 08
5. Receipts from freight from and to other roads over roads operated by this company,	17,941 16
6. Receipts from freight over other roads as tolls, or for use of cars of this company,	-
7. Receipts for express,	6,350 96
8. Receipts for mails,	150 00
9. Receipts as rents for use of road and equipment, when leased,	-
10. Receipts as rents for use of property other than above,	-
11. Total earnings,	71,032 29
12. Per mile of road operated,	7,892 47
13. Per mile of road operated,—computed as single track, not including sidings,	8,879 03
14. Per train mile,	3 37
15. Proportion for Massachusetts,	All.
16. Income from other roads,	-
17. Income from all other sources,	-
18. TOTAL INCOME,	71,032 29
19. Percentage of income to capital stock and debt,	43.5 per ct.
20. Percentage of income to total means applied to construction, equipment, &c.,	33 per cent.

Net Income, Dividends, &c.

1. Total net income above operating expenses,	\$20,294 94
2. Percentage of net income to capital stock and debt,	12 per cent.
3. Percentage of net income to total means applied to construction, equipment, &c.,	9 per cent.
4. Paid for interest,	3,933 33
5. Paid in dividends per cent. for the year,	-
6. Paid to sinking funds,	10,000 00
7. Balance for the year or surplus,	16,361 61
8. Surplus at commencement of the year,	1,213 69
9. Total surplus,*	17,575 30
10. Invested as follows:—	
Cash and loans,	4,575 30
Balance of accounts due from other roads,	-
Other uncollected accounts,	2,000 00
Materials for repairs,	-
Fuel and stores,	1,000 00
Any other items,	-

* Total surplus, as per balance sheet, \$68,150.84. [Com.

General Balance Sheet at last Closing of Accounts.

DR.	
Construction,	\$170,129 88
Equipment,	40,444 65
Interest,	17,816 16
Bills receivable,	1,646 49
Cash,	1,663 66
	<hr/>
	\$231,700 84
CR.	
Capital stock,	\$123,550 00
Debt,	40,000 00
Income over expenses,	68,150 84
	<hr/>
	\$231,700 00

Statement of each Accident.

[None.]

Name and Residence of Officers.

Directors.—E. Y. Perry, S. Hanover; E. D. Sylvester, S. Hanover; Geo. Curtis, Boston; W. Reed, E. Abington; R. J. Lane, E. Abington. E. Y. Perry, *President*; Albert Culver, E. Abington, *Treasurer*; C. T. Phillips, Hanson, *Secretary*.

Proper Address for the Company.

HANOVER BRANCH RAILROAD COMPANY, S. HANOVER, MASS.

E. Y. PERRY,
WASHINGTON REED,
RICHMOND J. LANE,

Directors of the Hanover Branch Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. October 18, 1872. Personally appeared E. Y. Perry, W. Reed and J. R. Lane, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

ZENAS JENKINS, *Justice of the Peace.*

REPORT

OF THE

HARTFORD AND NEW HAVEN RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts..		
1. Capital stock authorized by charter,		\$6,500,000 00
2. Capital stock authorized by votes of company,		6,500,000 00
3. Capital stock paid in (number of shares, 65,000),		6,500,000 00
4. Capital stock issued,		6,500,000 00
5. Capital stock paid in per mile of road owned by company,		82,802 55
6. Capital stock paid in, proportion for Massachusetts,		486,464 98
7. Par value of shares,		100 00
8. Funded debt as follows:—		
1st mortgage bonds, due Jan. 1, 1873, rate of interest, 6 per cent.,	\$580,000 00	
2nd mortgage bonds, due rate of interest, per cent.,	—	—
3d mortgage bonds, due rate of interest, per cent.,	—	—
9. Total amount of funded debt,		580,000 00
10. Unfunded debt, incurred for construction, equipment or purchase of property,	—	—
11. Debt incurred for any other purpose, and for what,	—	—
12. Total amount of debt,		580,000 00
13. Proportion of debt for Massachusetts,	—	—
14. Proportion of debt per mile of road,	—	—
15. Total cash realized from capital and debt,	—	—
16. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property,	—	—
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,		5,601,577 93
18. Proportion of above for Massachusetts,		419,226 37
19. Number of stockholders,		1,145
20. Amount of stock held in Massachusetts,		7,838 shares.
21. Number of stockholders in Massachusetts,		149

Cost of Road, Equipment and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.

1. Grading and masonry,	—	—
2. Bridging,	—	—
3. Superstructure, including rails,	—	—
4. Land, land damages and fences,	—	—
5. Passenger and freight stations, wood-sheds and water stations,	—	—
6. Engine-houses, car-sheds and turn-tables,	—	—

7. Interest paid during construction, discount, &c.	-	-
8. Engineering, agencies, salaries and other expenses during construction,	-	-
9. <i>Total expended for construction,</i>		\$4,729,380 93
10. Average cost of construction per mile of road built by company,		60,246 89
11. Same per mile of single track built by company, not including sidings,		33,661 07
12. Proportion of cost of construction for Massachusetts,		353,950 48

EQUIPMENT.

13. Locomotives and snow-plows,	\$313,947 00	
14. Passenger, mail and baggage cars,	} 558,250 00	
15. Freight and other cars,		
16. Machine-shops, machinery and tools,		
17. <i>Total for equipment,</i>		872,197 00
18. Average cost of equipment <i>per mile of road operated</i> by company,		11,110 79
19. Proportion for Massachusetts,		65,275 89

PROPERTY PURCHASED.

20. branch, original cost,		
21. purchased for ,	None.	
21. Stock of , shares,		
22. purchased for ,	-	-
22. Bonds of road, nominal amount,	-	-
23. purchased for ,	-	-
23. Steamboat , nominal amount	-	-
24. purchased for ,	-	-
24. Lands in not necessary for operation of road,	-	-
25. Other property purchased,	-	-
26. <i>Total property purchased,</i>	-	-
27. Property in Massachusetts (including proportion of equipment),	-	-
28. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		*5,601,577 93
29. Proportion for Massachusetts,	-	-
30. Amount of sinking and contingent funds,	-	-

Description of Road.

1. Length of main line of road from New Haven to Springfield,		62 miles.
Length of main line of road in Massachusetts,	5 $\frac{1}{2}$ miles.	
In other States, specifying each,	None.	
2. Length of line with track laid, if road is not completed,	-	-
3. Length of double track on main line,		62 miles.
4. Branches owned by company. Name and description of each single or double track—		
[New Britain & Berlin, single track,] length,	2 $\frac{1}{2}$ miles.	
[Middletown & Berlin, single track,] length,	10 miles.	
[W. Locks & Suffield, single track,] length,	3 $\frac{1}{2}$ miles.	
[Hartford Branch, single track,] length,	$\frac{1}{2}$ mile.	
5. Total length of branches owned by company,		16 $\frac{1}{2}$ miles.
6. Total length of branches owned by company in Massachusetts,	None.	
7. Total length of branches owned by company in other States, specifying each,	None.	
8. Length of double track on branches,	-	-

* By the general balance, the whole amount of permanent investment appears to be \$6,812,200-Com.

9. Total length of road belonging to this company,	78½ miles.
10. Aggregate length of sidings and other tracks not above enumerated,	25 miles.
11. Same in Massachusetts,	2.87 miles.
12. Aggregate length of tracks belonging to this company, computed as single track,	165½ miles
13. Same in Massachusetts,	11½ miles.
14. Total length of steel rails in tracks belonging to this company,	70 miles.
[Weights per yard, 62½ lbs.]	
15. Total length of steel-top rails in tracks belonging to this company,	16 miles.
[Weights per yard, 63 lbs.]	
16. Miles of telegraph on line of road,	-
17. Miles of telegraph owned by this company,	-
18. Number of telegraph offices in company's stations,	-
19. Number of telegraph stations operated by this company,	-
20. Number of telegraph stations operated jointly by railroad and telegraph company,	-
21. Number of spans of bridges of 25 feet and upwards,	26
22. Number of iron bridges (aggr'te length,)	15
23. Number of wooden bridges (aggr'te length,)	10
24. BRIDGES BUILT WITHIN THE YEAR.	
[None.]	
25. Number of crossings of highways at grade,	75
26. Number of crossings of highways over railroad,	8
27. Number of crossings of highways under railroad,	2
28. Number of highway bridges 18 feet above track,	8
29. Number of highway bridges less than 18 feet above track,	-
30. Number of crossings at which gates or flagmen are maintained,	15
31. Number of crossings at which there are neither gates nor flagmen [but electric signals],	60
32. Number of railroad crossings at grade,	2
33. Number of railroad crossings over other railroads,	None.
34. Number of railroad crossings under other railroads,	1

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

35. Name, description and length of each,	None.
36. Total length of above roads,	-
37. Total length of above roads in Massachusetts,	-
38. Total length of above roads in other States, specifying each,	-
39. Total miles of road operated by this company,	78.50
40. Total miles of road operated by this company in Massachusetts,	-
41. Number of stations on all roads operated by this company,	-
42. Same in Massachusetts,	-

Rolling Stock.		Total number.	Per mile of road operated.
1. Locomotives (average weight of engines in working order, 57,415 lbs),	37	.47	
2. Tenders (average weight of tenders full of fuel and water, 40,700 lbs), (Average joint weight of engines and tenders, 98,115 lbs.)	37		
3. Snow-plows (average weight, lbs),	-	-	
4. Passenger cars (average weight, 32,119 lbs),	33†	.42	
5. Mail and baggage cars (av'ge weight, 28,700 lbs),	16	.20	
6. 8-wheel box freight cars (av'ge weight, 16,000 lbs.),	191		
7. 4-wheel box freight cars (average weight,),	-	-	
8. 8-wheel platform cars (average weight,),	389		
9. 4-wheel platform cars (average weight,),	-	-	
10. Other cars (coal, gravel, &c.),	123		
11. Total freight cars, including coal, &c., on a basis of 8 wheels,	703	8.95	
12. Number of locomotives equipped with train brakes, (Kind of brake, Westinghouse.)		13	
13. Number of cars equipped with train brakes, (Kind of brake, Westinghouse.)		33	
14. Number of passenger cars in proportion to passengers carried one mile,	1 to 1,086,684.		
Mileage, Traffic, &c.			
1. Miles run by passenger trains,		367,343	
2. Rate of speed of express passenger trains, including stops,	33 miles.		
3. Rate of speed of accommodation trains, including stops,	28 miles.		
4. Miles run by freight trains,		294,703	
5. Rate of speed of freight trains, including stops,	15 miles.		
6. Miles run by other trains, and for what purposes [construction and repairs],		120,126	
7. Total train miles run,		782,172	
8. Number of through passengers (whole length of road),		245,129	
9. Number of local passengers (over part of road),		1,058,029	
10. Total number of passengers carried,		1,303,158	
11. Total passenger mileage, or passengers carried one mile,		35,860,578	
12. Passenger mileage to and from other roads,		18,506,270	
13. Number of tons carried,		721,348	
14. Total freight mileage, or tons carried one mile,		30,215,835	
15. Freight mileage to and from other roads,		420,994	
16. Average rate of fare per mile (not including season tickets) received from passengers on roads operated by this company,		2.92 cents.	
17. Average rate of fare per mile received from passengers to and from other roads,*		2.83 cents.	
18. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket, . . . . .		.7 cents.	
Average rate of fare per mile for all passengers,		2.92 cents.	
19. Average rate of freight per ton per mile on roads operated by this company,		3.2 cents.	
20. Average rate of freight per ton per mile to and from other roads,*	-	-	

* After deducting all allowances for tolls, or use of cars, &c.

† Also 62-234 of New York and Boston express line sleeping, drawing-room, passenger, baggage, postal and express cars.

21. Average number of cars in passenger trains, including baggage cars,	6½
22. Average number of cars in freight trains (basis of 8 wheels),	23
23. Average weight of passenger trains, including locomotive and tender, in working order,	287,500 lbs.
24. Average weight of freight trains, including locomotive and tender, in working order,	466,185 lbs.
25. Number of persons regularly employed by company, including officials.	1,062

Classification of Business.

PASSENGERS.

1. Passengers coming from other States,*	249,706
2. Passengers going to other States,*	265,880
3. Passengers travelling only within this State,	515,586
4. Total season-ticket passengers (round trip),	82,810
5. Passengers to Boston (including season),†	-
6. Passengers from Boston (including season),†	-
7. Season-ticket passengers to and from Boston (one round trip daily),‡	-

FREIGHT, IN TONS.

	Brought from other States.	Carried to other States.	Carried within this State only.	Taken from Boston.†	Carried to Boston.†
1. Anthracite coal,	100,596	-	100,596	-	-
2. Bituminous coal,	24,069.2	-	24,069.2	-	-
3. Petroleum,	363.7	1,230.8	1,594.5	-	-
4. Railroad iron, including steel and steel-capped rails,	573.4	1.5	574.9	-	-
5. Castings and other iron,	11,839.2	6,305.6	18,144.8	-	-
6. Other metals,	1,569.3	992.1	2,561.4	-	-
7. Iron and other ores,	-	778.6	778.6	-	-
8. Stone and brick,	3,593	4,160.7	7,753.7	-	-
9. Lime, cement and sand,	1,612.7	4,940.8	6,553.5	-	-
10. Lumber,	8,622.5	49,884.5	58,507	-	-
11. Ice,	-	-	-	-	-
12. Live stock,	604.5	13,237.5	13,841.8	-	-
13. Dressed carcasses, smoked and salted meats,	101.5	1,672.3	1,773.8	-	-
14. Flour,	321.3	15,085.6	15,406.9	-	-
15. Grain,	255.8	50,505.7	50,761.5	-	-
16. Other agricultural products,	8,657.9	14,575.5	23,233.4	-	-
17. Manufactures not included above,‡	11,250.1	26,237.1	37,487.2	-	-
18. Merchandise,‡	18,748	6,806.8	25,554.8	-	-
19. Other articles,	28,864.6	19,674.1	48,538.7	-	-
20. Total tons carried,	221,642.5	216,089.2	437,731.7	-	-

Expenditures Charged to Capital Account during the Year.

1. Main line, extension or alteration of road,	\$75,000 00
2. Branches, extension or alteration of road, specifying each,	-
3. Double track extension,	-
4. Land,	48,598 00

* Apply only to roads crossing the State line.

† Apply only to the roads terminating in Boston.

‡ Manufactured articles starting from the place of manufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depot for sale, they become a part of the general merchandise of the place, and on any second transit are to be reckoned under the second head.

5. Passenger and freight stations, wood-sheds and water stations,	}	\$40,000 00
6. Engine-houses, car-sheds, and turn-tables,		
7. New locomotives and snow-plows,		
8. New passenger cars,	}	72,197 00
9. New mail and baggage cars,		
10. New freight cars,		
11. Machine-shops, machinery and tools,		-
12. Purchase of other roads, specifying what,		-
13. Subscriptions or loans to other roads, specifying what,		-
14. Any other expenditures charged to capital account,		-
15. TOTAL,		235,795 00

Expenditures on Operating Account for the Year.

MAINTENANCE OF WAY AND BUILDINGS.

1. Repairs of road, exclusive of bridges and new rails,*	\$222,707 01
2. New iron rails, deducting old rails sold (number of miles weight per yard),*	-
3. Steel rails (number of miles 21, weight per yard, 62.2 lbs.) * [Paid for rail,] \$261,747 98 [Deduct on hand,] 186,070 77	75,677 21
4. Repairs of bridges,	4,140 06
5. Repairs of buildings and fixtures,	80,736 27
6. Repairs of fences, road crossings, and signs,	4,118 04
7. Removing ice and snow,	1,364 35
8. Other expenses,	-
9. Total for maintenance of way and buildings,	388,742 94
10. Per mile of road kept in repair,	4,952 14
11. Per mile of single track kept in repair, not including sidings,	2,766 85
12. Of the above total there was expended for other than ordinary repairs,	-

TRAFFIC EXPENSES.

13. Repairs of locomotives and snow-plows,†	102,839 40
14. New locomotives and snow-plows,†	29,760 97
15. Repairs of machine-shops and machinery,†	9,338 70
16. New machine-shops and machinery,†	-
17. Repairs of passenger, baggage and mail cars,†	45,448 36
18. New passenger, baggage and mail cars,†	-
19. Repairs of freight and other cars,†	67,513 76
20. New freight and other cars,†	-
21. Fuel—number of cords of wood,; cost,†	3,966 60
22. Fuel—number of tons of coal, 14,218; cost† [including stock on hand, October 1, 1871],	123,683 42
23. Oil and waste,†	15,920 89
24. Amount paid other corporations or individuals not operating railroads, for use of cars, and for repairs of same,	-
25. Salaries, wages, and incidentals, chargeable to passenger department,	118,596 41
26. Salaries, wages and incidentals, chargeable to freight department,	269,948 92
27. Wages of switchmen, gate-keepers, signal-men, and watchmen, unless included above [included in above],	-
28. Gratuities and damages, passenger account,	16,090 21
29. Gratuities and damages, freight account,	3,633 54
30. Other expenditures,	31 00
31. Total of traffic expenses,	805,772 18
32. Per mile of road operated,	10,264 61
33. Per mile of single track operated, not including sidings,	5,735 03

* Including labor and materials in new sidings.

† To include oil, fuel, clerks, watchmen and incidentals about shops.

‡ For cars and engines.

MISCELLANEOUS.

34. Amount paid other companies as rent for use of road, specifying each company and amount,	-
35. Telegraph expenses,	\$840 00
36. United States taxes and stamps,	11,799 04
37. State taxes,	91,207 11
38. Local taxes,	1,891 17
39. Insurance, loss by fire, and damages paid for fires set by engines,	3,454 40
40. General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the foregoing items,	50,265 41
41. <i>Total miscellaneous</i> ,	159,457 13
42. TOTAL EXPENDITURES FOR OPERATING THE ROAD,	1,353,972 25
43. Per mile of the road operated,	17,248 05
44. Per mile of single track operated, not including sidings, . .	9,636 81
45. Per train mile,	1 73
46. Proportion for Massachusetts,	101,332 31
47. Percentage of expenditures to income,	-

Revenue for the Year.

1. Receipts from local passengers on roads operated by this company,	\$647,398 68
2. Receipts from passengers from and to other roads over roads operated by this company,	376,462 46
3. Receipts from passengers over other roads as tolls, or for use of cars of this company,	-
4. Receipts from local freight on roads operated by this company,	422,305 74
5. Receipts from freight from and to other roads over roads operated by this company,	574,113 52
6. Receipts from freight over other roads as tolls, or for use of cars of this company,	-
7. Receipts for express,	48,336 69
8. Receipts for mails,	22,633 11
9. Receipts as rents for use of road and equipment, when leased,	-
10. Receipts as rents for use of property other than above,	15,424 28
11. Total earnings,	2,106,674 48
12. Per mile of road operated,	26,836 61
13. Per mile of road operated,—computed as single track, not including sidings,	14,994 12
14. Per train mile,	2 69
15. Proportion for Massachusetts,	157,665 08
16. Income from other roads,	-
17. Income from all other sources,	-
18. TOTAL INCOME,	2,106,674 48
19. Percentage of income to capital stock and debt,	-
20. Percentage of income to total means applied to construction, equipment, &c.,	-

Net Income, Dividends, &c.

1. Total net income above operating expenses,	\$752,702 23
2. Percentage of net income to capital stock and debt,	-
3. Percentage of net income to total means applied to construction, equipment, &c.,	-
4. Paid for interest,	35,174 58
5. Paid in dividends 3 per cent and 1½ per cent. for the year, . .	432,000 00
6. Paid to sinking funds,	-
7. Balance for the year or surplus,	285,527 65
8. Surplus at commencement of the year,	913,982 21
9. Total surplus,	1,199,509 86

10. Invested as follows:—

Cash and loans,	\$98,075 02
Balance of accounts due from other roads,	} *517,341 87
Other uncollected accounts,	
Materials for repairs,	333,783 80
Fuel and stores,	41,420 50
Any other items,	208,888 67

General Balance Sheet at last Closing of Accounts.

DR.

Cash (transferred to N. Y. N. H. & Hfd. R. R. Co.),	\$816,935 16
Bills receivable,	3,533 00
Machine shop,	147,713 03
Fuel account,	41,420 50
Railroad repairs,	186,070 77
Railroad in Conn.,	\$4,300,896 29
Railroad in Mass.,	265,027 66
	<hr/> 4,565,923 95
Real estate in Mass.,	\$74,709 40
Real estate in Conn.,	88,747 58
	<hr/> 163,456 98
Locomotive engines,	313,947 00
Cars,	558,250 00
Tomlinson bridge stock,	8,888 67
C. M. Pond, treasurer, trustee,	200,000 00
New York & New Haven R. R. Co.,	403,230 37
Gen. Post Office dept.,	639 77
Due from other railroad companies,	90,512 10
Due from agents,	22,959 63
N. Y., N. H. & Hartford R. R. Co.,	650,790 00
	<hr/> \$8,174,270 93

CR.

Capital stock,	\$6,500,000 00
Bonds,	580,000 00
Profit and loss,	273,751 47
Reserved fund,	150,000 00
Contingent fund,	619,982 21
Dividends unpaid,	39,754 47
Due other railroad companies,	10,782 78
	<hr/> \$8,174,270 93

* Of this sum, \$403,230.37 consists of a disputed claim against the N. Y. & N. Haven R. R. Co. which is now extinguished by the consolidation of the two companies.

List of Accidents in Massachusetts [and Connecticut].

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . .	—	8	1	—	1	8
Employés, . . .	2	3	3	1	5	4
Others, . . .	—	—	10	6	10	6

Statement of each Accident.*

October 4, 1871.—Modeste Vailencost, a Canadian Frenchman, was run over by 11 P. M. steamboat train and killed, at Thompsonville, Ct.

October 14.—John Doyle, brakeman, caught between a car and tender, and fatally injured, at Windsor Locks.

December 11.—Abiram Spencer was killed by 3.30 P. M. down train at Hartford. In stepping aside for an incoming train, was struck by an engine upon the other track.

December 13.—Edwin Foote of Hartford Insane Retreat, was struck by the engine of the up midnight train, as the train was just leaving the Hartford depot, and killed.

January 5, 1872.—Arthur Stewart of New Britain, Ct., was struck by a freight train at Berlin, and lost an arm.

February 13.—Edward Bramfield of Portland, Conn., a deaf-mute, was killed by a freight train at New Britain, Ct.

February 14.—Henry Kolemburg, a German laborer in company's employ, and Jas. Sullivan, both run over by an engine running as extra, and killed, two miles south of Hartford.

March 7.—Ira H. Cook, brakeman, had an arm badly injured by coupling cars, at Springfield.

March 8.—Mrs. Van Leonard, of Chelsea, Mass., Wm. F. Waller, of E. Abington, Mass., I. M. Stickney, of Newton Falls, Mass., Mrs. Mortimer, of Hartford, E. E. Thompson of New Haven, T. E. Forbes, of Troy, N. Y., M. M. Coughlin, of Hartford, Admiral De Rohan of English navy, H. Tinkham, conductor of the train, John Conklin and Jas. McGraw, brakemen, were all more or less injured by the cars of the midnight train being thrown from the track two miles south of Springfield, in consequence of a broken rail.

March 20.— — Phelps, a lad of fourteen years, and member of the Russell School, New Haven, had leg crushed in attempting to steal a ride upon a freight train at New Haven freight depot, which was finally amputated.

April 12.—Patrick Murphy, killed by down express train near Junction switches in New Haven.

April 26.—A son of Patrick Monohan was slightly injured at Windsor, by 11.40 A. M. train, down.

May 4.—Austin Parsons, of Enfield, Ct., killed by down express train, near Thompsonville.

* Most of the accidents reported occurred in Connecticut. [Com.]

May 6.—Chas. Legg, brakeman, jammed and fatally injured while switching, at Springfield.

May 7.—Josephine Powers, colored, found dead near Enfield, Ct.; supposed by coroner's jury to have been killed by some night train.

June 3.—Edward Buckley, of Brooklyn, N. Y., fatally injured by jumping from 9.30 A. M. train at New Haven.

June 22.—A tramp was killed by 8.30 P. M. by steamboat train, about a mile south of Wallingford.

June 26.—Godfrey Meald, laborer for company, killed, being caught between cars of gravel train at Hartford Tunnel.

July 13.—Thos. Dailey, slightly injured by 3.30 P. M. train at Hartford; stepped in front of engine.

July 26.—Robt. Theo. Barnes, brakeman, was standing upon a hay car, and struck by a bridge and killed, near Berlin.

August 24.—Jerry Cahill, a boy of 12 years, jumped upon a freight train at Springfield, and received a severe flesh wound on his leg.

September 12.—John Kirby, fatally injured by the up express train, at Berlin.

September 19.—Ezekiel Rising had foot crushed by 11.15 A. M. train at Windsor Locks; stepped in front of engine.

Name and Residence of Officers.

Wm. P. Burrall, *President*, Hartford; E. M. Reed, *Superintendent*, Hartford; S. M. Mitchell, *Secretary*, Hartford; C. M. Pond, *Treasurer*, Hartford; Geo. H. Forbes, *General Freight Agent*, Hartford; Uriah Case, *General Ticket Agent*, Hartford.

Proper Address for the Company.

HARTFORD AND NEW HAVEN RAILROAD COMPANY,* HARTFORD, CONN.

STATE OF CONNECTICUT.

HARTFORD COUNTY, HARTFORD, November 16, 1872. I, Wm. P. Burrall, late President of the Hartford and New Haven Railroad Company, and now Vice-President of the New York, New Haven and Hartford Railroad Company, into which the said former named company is now merged, do certify that, according to my best knowledge and belief, the foregoing statements are true.

W. P. BURRALL.

Sworn before me,

URIAH CASE, *Notary Public*.

* The Hartford and New Haven Railroad Co. was consolidated with the New York and New Haven Railroad Co. on the 6th day of August, 1872.

REPORT

OF THE

HOLYOKE AND WESTFIELD RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

[This road is leased perpetually to the New Haven & Northampton Company.]

Capital Stock and Debts.	
1. Capital stock authorized by charter.	\$350,000 00
2. Capital stock authorized by votes of company,	250,000 00
3. Capital stock paid in (number of shares, 2,000),	200,000 00
4. Capital stock issued.	200,000 00
5. Capital stock paid in per mile of road owned by company,	19,379 84
6. Capital stock paid in, proportion for Massachusetts.	All.
7. Par value of shares,	100 00
8. Funded debt as follows:—	
1st mortgage bonds, due April 4, 1891, rate of interest 7 per cent.,	\$200,000 00
2d mortgage bonds, due, rate of interest	None.
3d mortgage bonds, due, rate of interest	None.
9. Total amount of funded debt,	200,000 00
10. Unfunded debt, incurred for construction, equipment or purchase of property,	*26,660 00
11. Debt incurred for any other purpose, and for what,	None.
12. Total amount of debt,	See note.
13. Proportion of debt for Massachusetts,	All.
14. Proportion of debt per mile of road.	See note.
15. Total cash realized from capital and debt,	†400,000 00
16. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property,	None.
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,	†400,000 00
18. Proportion of above for Massachusetts,	All.
19. Number of stockholders,	14
20. Amount of stock held in Massachusetts.	180,000 00
21. Number of stockholders in Massachusetts,	13

* Certain land damages, amounting in the aggregate to about \$30,000, are still in litigation and unpaid.

† The bonds (\$200,000) were received at par value for building the road. If that amount is to be added to the stock subscription as cash, then the total cash realized has been \$400,000.

‡ According to balance sheet, the "total means applied" should be \$399,687.03. [Com.]

Cost of Road, Equipment and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.

1. Grading and masonry,	\$376,032 88	
2. Bridging,	2,933 38	
3. Superstructure, including rails,	115,746 30	
4. Land, land damages and fences,	30,467 62	
5. Passenger and freight stations, wood-sheds and water stations,	27,334 82	
6. Engine-houses, car-sheds and turn-tables,		
7. Interest paid during construction, discount, &c.,	Nothing.	
8. Engineering, agencies, salaries and other expenses during construction,	12,533 58	
9. <i>Total expended for construction,</i>		*\$565,043 58
10. Average cost of construction per mile of road built by company,		54,752 77
11. Same per mile of single track built by company, not including sidings,		54,752 77
12. Proportion of cost of construction for Massachusetts,		All.

EQUIPMENT.

[None owned by this company. Furnished by lessees.]

13. Locomotives and snow-plows,	-	-
14. Passenger, mail and baggage cars,	-	-
15. Freight and other cars,	-	-
16. Machine-shops, machinery and tools,	-	-
17. <i>Total for equipment,</i>	-	-
18. Average cost of equipment <i>per mile of road operated</i> by company,	-	-
19. Proportion for Massachusetts,	-	-

PROPERTY PURCHASED.

20. branch, original cost,		
purchased for	-	-
21. Stock of shares,		
purchased for	-	-
22. Bonds of road, nominal amount,		
purchased for	-	-
23. Steamboat nominal amount,		
purchased for	-	-
24. Lands in not necessary for operation of road,	-	-
25. Other property purchased,	-	-
26. <i>Total property purchased,</i>	-	-
27. Property in Massachusetts (including proportion of equipment),	-	-
28. WHOLE AMOUNT OF PERMANENT INVESTMENTS,*	-	-
29. Proportion for Massachusetts,	-	-
30. Amount of sinking and contingent funds,	-	-

Description of Road.

1. Length of main line of road from Westfield to Holyoke,	10.32 miles.
Length of main line of road in Massachusetts, [In other States, specifying each,]	10.32 miles.
2. Length of line of track laid, if road is not completed,	None.
	Completed.

* The railroad was built by contract for \$375,000, and above shows the actual cost to contractors (New Haven & Northampton Co.). To this may be added land damages, \$24,687.03, making the total cost to company, \$399,687.03.

3. Length of double track on main line, . . .	None.
4. Branches owned by company. Name and description of each single or double track, length, . . .	None.
5. Total length of branches owned by company, . .	None.
6. Total length of branches owned by company in Massachusetts, . . .	None.
7. Total length of branches owned by company in other States, specifying each, . . .	None.
8. Length of double track on branches, . . .	None.
9. Total length of road belonging to this company, . . .	10.32 miles.
10. Aggregate length of sidings and other tracks not above enumerated, . . .	About 4,000 ft.
11. Same in Massachusetts, . . .	All.
12. Aggregate length of tracks belonging to this company, computed as single track, . . .	11.07 miles.
13. Same in Massachusetts, . . .	All.
14. Total length of steel rails in tracks belonging to this company, . . .	None.
[Weights per yard, . . .]	
15. Total length of steel-top rails in tracks belonging to this company; . . .	-
[Weights per yard, . . .]	
16. Miles of telegraph on line of road, . . .	None.
17. Miles of telegraph owned by this company, . .	None.
18. Number of telegraph offices in company's stations, . . .	None.
19. Number of telegraph stations operated by this company, . . .	None.
20. Number of telegraph stations operated jointly by railroad and telegraph company, . . .	None.
21. Number of spans of bridges of 25 feet and upwards, . . .	None.
22. Number of iron bridges (aggregate length, . .),	None.
23. Number of wooden bridges (aggr'te le'gth, . .),	None.
24. BRIDGES BUILT WITHIN THE YEAR.	
[None.]	
25. Number of crossings of highways at grade, . .	One (1).
26. Number of crossings of highways over railroad,	Three (3).
27. Number of crossings of highways under railroad, . . .	Nine (9).
28. Number of highway bridges 18 feet above track,	Three (3).
29. Number of highway bridges less than 18 feet above track, . . .	None.
30. Number of crossings at which gates or flagmen are maintained, . . .	None.
31. Number of crossings at which there are neither gates nor flagmen, . . .	One (1).
32. Number of railroad crossings at grade, . . .	None.
33. Number of railroad crossings over other railroads, . . .	None.
34. Number of railroad crossings under other railroads, . . .	None.
ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.	
35. Name, description and length of each, . . .	None.
36. Total length of above roads, . . .	-
37. Total length of above roads in Massachusetts, .	-
38. Total length of above roads in other States, specifying each, . . .	-
39. Total miles of road operated by this company,	None. Road leased.

40. Total miles of road operated by this company in Massachusetts,	None.	Road leased.
41. Number of stations on all roads operated by this company,	—	—
42. Same in Massachusetts,	—	—
Rolling Stock. [None.]		
Mileage, Traffic, &c. [Included in the return of the New Haven and Northampton Co.]		

FREIGHT, IN TONS.

[See return of New Haven and Northampton Co.]

Expenditures Charged to Capital Account during the Year.
[See return of New Haven and Northampton Co.]**Expenditures on Operating Account for the Year.**
[Included in return of New Haven and Northampton Co.]**Revenue for the Year.**
[Included in return of New Haven and Northampton Co.]**Net Income, Dividends, &c.**

NOTE.—This railroad, by the terms of an indenture dated December 3d, 1870, was leased forever to the New Haven & Northampton Company. We are informed by the lessees that a copy of this lease has been filed with the Railroad Commissioners.* By the terms thereof, the lessee guarantees the payment of interest on the bonds (\$200,000) of lessor, being \$14,000 per annum. The gross earnings of the lessors' railroad, computed on a basis stated in said lease, are, when in excess of \$28,000, to be divided equally between lessor and lessee. The gross earnings of the Holyoke & Westfield Railroad, computed on the basis of said lease for the year ending October 1, 1872, were \$26,365.10 as returned by the lessee, leaving no rental income to accrue to the lessor over and above the said interest on bonds paid out by lessee on account of lessor.

General Balance Sheet at last Closing of Accounts.

DR.

Expense,	\$1,893 41
Construction account,	375,000 00
Land damages,	24,687 03
New Haven & Northampton Co., freight account,	26,365 10
Cash on hand,	86 40
	<hr/>
	\$428,031 94

CR.

Town of Holyoke,	\$166,500 00
New Haven & Northampton Co.,	20,000 00
William Whiting,	3,000 00

* See returns of 1871, p. 445.

Parsons Paper Co.,	\$2,000 00	
J. C. Parsons,	1,000 00	
James H. Newton,	1,000 00	
John C. Newton,	1,000 00	
Edwin Chase,	1,000 00	
Jared Beebe,	1,000 00	
August Stursberg,	1,000 00	
Timothy Merrick,	1,000 00	
Geo. W. Prentiss,	400 00	
J. P. Buckland,	100 00	
E. C. Taft,	1,000 00	
Bond account,	200,000 00	
Bills payable,	1,666 84	
Earning account,	26,365 10	
		\$428,031 94

Statement of each Accident.

[None, so far as known.]

Name and Residence of Officers.

Joseph C. Parsons, *President*, Holyoke, Mass.; William Whiting, *Vice President*, Holyoke, Mass. *Directors*.—Joseph C. Parsons, Holyoke, Mass.; William Whiting, Holyoke, Mass.; Timothy Merrick, Holyoke, Mass.; John C. Newton, Holyoke, Mass.; James H. Newton, Holyoke, Mass.; Edwin Chase, Holyoke, Mass.; August Stursberg, Holyoke, Mass.; Jared Beebe, Springfield, Mass.; C. N. Yeamans, Westfield, Mass. Geo. W. Prentiss, *Treasurer*, Holyoke, Mass. J. P. Buckland, *Clerk*, Holyoke, Mass.

Proper Address for the Company.

HOLYOKE AND WESTFIELD R. R. CO., CARE OF J. C. PARSONS, *Prest.*,
HOLYOKE, MASS.

WM. WHITING,
J. C. PARSONS,
TIMOTHY MERRICK,
JAMES H. NEWTON,
AUG. STURSBURG,

A Majority of the Directors of the Holyoke and Westfield Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. November 27, 1872. Then personally appeared J. C. Parsons, William Whiting, Timothy Merrick, James H. Newton and Aug. Stursberg, and severally made oath to the truth of the foregoing statement by them subscribed.

J. P. BUCKLAND, *Justice of the Peace.*

REPORT

OF THE

HOPKINTON RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts.

1. Capital stock authorized by charter,	\$400,000 00
2. Capital stock authorized by votes of company,	—
3. Capital stock paid in, number of shares,	162,980 00
4. Capital stock issued,	165,100 00
5. Capital stock paid in per mile of road owned by company,	\$14,234.06 26-229.
6. Capital stock paid in, proportion for Massachusetts,	All.
7. Par value of shares,	100 00
8. Funded debt as follows:—	
1st mortgage bonds, due 1882, rate of interest, 7 per cent.,	115,000 00
2d mortgage bonds, due, rate of interest,	—
3d mortgage bonds, due, rate of interest,	—
9. Total amount of funded debt,	—
10. Unfunded debt, incurred for construction, equipment or purchase of property,	—
11. Debt incurred for any other purpose, and for what,	—
12. Total amount of debt,	—
13. Proportion of debt for Massachusetts,	—
14. Proportion of debt per mile of road,	—
15. Total cash realized from capital and debt,	—
16. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property,	—
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY [road not finished],	260,310 11
18. Proportion of above for Massachusetts,	—
19. Number of stockholders,	64
20. Amount of stock held in Massachusetts,	All.
21. Number of stockholders in Massachusetts,	64

Cost of Road, Equipment and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.

1. Grading and masonry [contractors],	\$177,866 45
2. Bridging,	—
3. Superstructure, including rails, [iron rails],	52,433 92

4. Land, land damages and fences,	\$24,528 07	
5. Passenger and freight stations, wood-sheds and water stations,	-	-
6. Engine-houses, car-sheds and turn-tables,	-	-
7. Interest paid during construction, discount, &c.,	-	-
8. Engineering, agencies, salaries and other expenses during construction,	5,481 67	
9. <i>Total expended for construction,</i>		\$260,310 11
10. Average cost of construction per mile of road built by company,	Not finished.	
11. Same per mile of single track built by company, not including sidings,	-	-
12. Proportion of cost of construction for Massachusetts,	-	-

EQUIPMENT.

[None.]

Description of Road.

1. Length of main line of road from Ashland to Milford,	11.45 miles.	
Length of main line of road in Massachusetts, In other States, specifying each,	11.45 miles.	-
2. Length of line with track laid, if road is not completed,	11.45 miles.	
3. Length of double track on main line,	-	-
4. Branches owned by company. Name and description of each single or double track, ; length,	-	-
5. Total length of branches owned by company,	-	-
6. Total length of branches owned by company in Massachusetts,	-	-
7. Total length of branches owned by company in other States, specifying each,	-	-
8. Length of double track on branches,	-	-
9. Total length of road belonging to this company,	11.45 miles	
10. Aggregate length of sidings and other tracks not above enumerated, . . . . .	.14 mile.	
11. Same in Massachusetts,	-	-
12. Aggregate length of tracks belonging to this company, computed as single track,	11.59 miles.	
13. Same in Massachusetts,	-	-
14. Total length of steel rails in tracks belonging to this company,	-	-
[Weights per yard,]		
15. Total length of steel-top rails in tracks belonging to this company,	-	-
[Weights per yard,]		
16. Miles of telegraph on line of road,	-	-
17. Miles of telegraph owned by this company,	-	-
18. Number of telegraph offices in company's stations,	-	-
19. Number of telegraph stations operated by this company,	-	-
20. Number of telegraph stations operated jointly by railroad and telegraph company,	-	-
21. Number of spans of bridges of 25 feet and upwards,	None.	
22. Number of iron bridges (aggregate length,)	-	-
23. Number of wooden bridges (aggregate length, 156 ft.),	Eight.	
24. BRIDGES BUILT WITHIN THE YEAR.		
[None.]		

25. Number of crossings of highways at grade, . . .	15	
26. Number of crossings of highways over railroad, . . .	1	
27. Number of crossings of highways under railroad, . . .	-	-
28. Number of highway bridges 18 feet above track, . . .	1	
29. Number of highway bridges less than 18 feet above track, . . .	-	-
30. Number of crossings at which gates or flagmen are maintained, . . .	-	-
31. Number of crossings at which there are neither gates nor flagmen, . . .	15	
32. Number of railroad crossings at grade, . . .	-	-
33. Number of railroad crossings over other railroads, . . .	-	-
34. Number of railroad crossings under other railroads, . . .	-	-
[The road is not yet finished, and not equipped.]		

Name and Residence of Officers.

L. H. Bowker, *President*, Hopkinton, Mass. *Directors*.—W. A. Phipps, Hopkinton, Mass.; C. W. Claflin, Hopkinton, Mass.; Erastus Thompson, Hopkinton, Mass.; Silas Mirick, Hopkinton, Mass.; W. F. Claflin, Hopkinton, Mass.; E. A. Bates, Hopkinton, Mass.; Albert Wood, Hopkinton, Mass.; Wm. F. Ellis, Ashland, Mass.; Henry Cutter, Ashland, Mass.; W. D. Hilton, Providence, R. I.; Sam'l Walker, Milford, Mass.; Geo. Draper, Milford, Mass.; A. A. Sweet, Hopkinton, Mass.; Chas. H. Tilton, Ashland, Mass. Wm. H. Phipps, *Treasurer*, South Framingham, Mass.

Proper Address for the Company.

HOPKINTON RAILROAD COMPANY, HOPKINTON, MASS.

Treasurer's address.—SOUTH FRAMINGHAM, MASS.

L. H. BOWKER,
WM. A. PHIPPS,
SILAS MIRICK,
A. A. SWEET,
E. A. BATES,
ERASTUS THOMPSON,
W. F. CLAFLIN,
C. W. CLAFLIN,

Directors of the Hopkinton Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. October 11, 1872. Then personally appeared L. H. Bowker, Wm. A. Phipps, Silas Mirick, A. A. Sweet, E. A. Bates, Erastus Thompson, W. F. Claflin and C. W. Claflin, and severally made oath to the truth of the foregoing statement by them subscribed.

LUCIUS H. WAKEFIELD *Justice of the Peace.*

R E P O R T

OF THE

HORN POND BRANCH RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

[This road is operated by the Boston & Lowell Railroad Company.]

Capital Stock and Debts.

1. Capital stock authorized by charter,	\$40,000 00
2. Capital stock authorized by votes of company,	10,000 00
3. Capital stock paid in (number of shares, 100), [\$20 per share],	2,000 00
4. Capital stock issued,	2,000 00
5. Capital stock paid in per mile of road owned by company,	- -
6. Capital stock paid in, proportion for Massachu- setts,	- -
7. Par value of shares,	100 00
8. Funded debt as follows:—	
1st mortgage bonds, due rate of in- terest,	- -
2d mortgage bonds, due rate of in- terest,	- -
3d mortgage bonds, due rate of in- terest,	- -
9. Total amount of funded debt,	- -
10. Unfunded debt incurred for construction, equip- ment or purchase of property,	- -
11. Debt incurred for any other purpose, and for what,	- -
12. Total amount of debt,	- -
13. Proportion of debt for Massachusetts,	- -
14. Proportion of debt per mile of road,	- -
15. Total cash realized from capital and debt,	- -
16. Total amount of income which has been ex- pended (in addition to funds derived from capital and debts) in construction, equip- ment and purchase of property,	*13,238 46
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,	15,238 46
18. Proportion of above for Massachusetts,	- -
19. Number of stockholders,	Thirteen.
20. Amount of stock held in Massachusetts,	All.
21. Number of stockholders in Massachusetts,	Thirteen.

Cost of Road, Equipment and Property.**CONSTRUCTION OF ROAD AND BRANCHES BUILT BY
COMPANY.**

1. Grading and masonry,	\$3,946 05
2. Bridging,	1,766 96
3. Superstructure, including rails,	- -

* This road is owned by an ice company and only used for the transportation of their ice, and the amount above given has been expended by them in construction, &c., in addition to capital stock paid in. [Com.

4. Land, land damages and fences,	\$6,438 36	
5. Passenger and freight stations, wood-sheds and water stations,	-	-
6. Engine-houses, car-sheds and turn-tables,	-	-
7. Interest paid during construction, discount, &c.	-	-
8. Engineering, agencies, salaries and other expenses during construction,	924 15	
9. <i>Total expended for construction</i> ,		\$13,075 52
10. Average cost of construction per mile of road built by company,	-	-
11. Same per mile of single track built by company, not including sidings,	-	-
12. Proportion of cost of construction for Massachusetts,	-	-

EQUIPMENT.

13. Locomotives and snow-plows,	} Operated by the Boston and Lowell Railroad.	
14. Passenger, mail and baggage cars,		
15. Freight and other cars,		
16. Machine-shops, machinery and tools,		
17. <i>Total for equipment</i> ,		
18. Average cost of equipment <i>per mile of road operated</i> by company,		
19. Proportion for Massachusetts,		

PROPERTY PURCHASED.

20. branch, original cost,	} Nothing.	
21. Stock of R. R., shares, purchased for		
22. Bonds of road, nominal amount, purchased for		
23. Steamboat, nominal amount, purchased for		
24. Lands in not necessary for operation of road,		
25. Other property purchased,		
26. <i>Total property purchased</i> ,		
27. Property in Massachusetts (including proportion of equipment),	-	-
28. WHOLE AMOUNT OF PERMANENT INVESTMENTS,	-	-
29. Proportion for Massachusetts,		15,238 46
30. Amount of sinking and contingent funds,	-	-

Description of Road.

1. Length of main line of road from Woburn Branch R. R. to Horn Pond,	3,500 feet.
Length of main line of road in Massachusetts, [In other States, specifying each,],	3,500 feet.
2. Length of line with track laid, if road is not completed,	-
3. Length of double track on main line,	-
4. Branches owned by company. Name and description of each single or double track ; length,	-
5. Total length of branches owned by company,	-
6. Total length of branches owned by company in Massachusetts,	-
7. Total length of branches owned by company in other States, specifying each,	-
8. Length of double track on branches,	-
9. Total length of road belonging to this company,	-

10. Aggregate length of sidings and other tracks not above enumerated,	400 feet.
11. Same in Massachusetts,	-
12. Aggregate length of tracks belonging to this company, computed as single track,	3,900 feet.
13. Same in Massachusetts,	-
14. Total length of steel rails in tracks belonging to this company,	-
[Weights per yard,]	
15. Total length of steel-top rails in tracks belonging to this company,	-
[Weights per yard,]	
16. Miles of telegraph on line of road,	-
17. Miles of telegraph owned by this company, . .	-
18. Number of telegraph offices in company's stations,	-
19. Number of telegraph stations operated by this company,	-
20. Number of telegraph stations operated jointly by railroad and telegraph company,	-
21. Number of spans of bridges of 25 feet and upwards,	-
22. Number of iron bridges (aggregate length, . .)	-
23. Number of wooden bridges (aggregate length, . .)	One.
24. BRIDGES BUILT WITHIN THE YEAR. [None.]	
25. Number of crossings of highways at grade, . .	One.
26. Number of crossings of highways over railroad, . .	One.
27. Number of crossings of highways under railroad,	-
28. Number of highway bridges 18 feet above track, . .	-
29. Number of highway bridges less than 18 feet above track,	One.
30. Number of crossings at which gates or flagmen are maintained,	-
31. Number of crossings at which there are neither gates nor flagmen,	-
32. Number of railroad crossings at grade,	-
33. Number of railroad crossings over other railroads,	-
34. Number of railroad crossings under other railroads,	-
ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.	
35. Name, description and length of each,	None.
36. Total length of above roads,	
37. Total length of above roads in Massachusetts, . .	
38. Total length of above roads in other States, specifying each,	
39. Total miles of road operated by this company, . .	
40. Total miles of road operated by this company in Massachusetts,	
41. Number of stations on all roads operated by this company,	
42. Same in Massachusetts,	
Rolling Stock. [None.]	

Mileage, Traffic, &c.

[The road is used only for the transportation of the ice belonging to the company. Mileage, &c., is included in return of Boston & Lowell R. R.]

13. Number of tons carried [ice exclusively], . . . 30,000

Expenditures on Operating Account for the Year.

[All except state tax included in return of B. & L. R.]

37. State taxes, \$29 06

Revenue for the Year.

[There is no revenue from this road.]

Name and Residence of Officers.

Horace O. Bright, *President*, Cambridgeport; John J. Bright, *Treasurer*, Cambridgeport; Wm. H. Preston, *Clerk*, Charlestown.

Proper Address for the Company.

HORN POND BRANCH RAILROAD, 99 STATE STREET, BOSTON.

NELSON BARTLETT,
FRANCIS HALL,
CHAS. O. GAGE,
HORACE O. BRIGHT,

Directors of the Horn Pond Branch Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. November 19, 1872. Then personally appeared Nelson Bartlett, Francis Hall, Chas. O. Gage and Horace O. Bright, and severally made oath to the truth of the foregoing statement by them subscribed.

GUSTAVUS V. HALL, *Justice of the Peace.*

R E P O R T
OF THE
LANCASTER RAILROAD COMPANY,
FOR THE YEAR ENDING SEPTEMBER 30, 1872.

The Lancaster Railroad is in process of construction, and will be completed in May or June next. It is leased to the Fitchburg and Worcester & Nashua Railroad Co's., for a term of fifty years. Its present capital stock is \$125,000, of which \$123,100 has been paid in. This company cannot properly report more in detail this year.

GEO. A. PARKER, *President.*

R E P O R T
OF THE
LEE AND HUDSON RAILROAD COMPANY,
FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts.

1. Capital stock authorized by charter,	\$500,000 00
2. Capital stock authorized by votes of company,	275,000 00

The road is not yet built. The building is contracted for, and the work is now being done. An assessment of 20 per cent. upon the stockholders has been made, and a portion of this amount paid in.

Name and Residence of Officers.

Samuel S. Rogers, *President*, Lee, Mass.; Prentiss C. Baird, *Treasurer*, Lee, Mass.; Henry J. Dunham, *Clerk*, Stockbridge, Mass. *Directors*.—S. S. Rogers, Lee, Mass.; Elizur Smith, Lee, Mass.; P. C. Baird, Lee, Mass.; J. O. Hurlbut, Lee, Mass.; H. J. Dunham, Stockbridge, Mass.; J. B. Hull, Stockbridge, Mass.; Geo. H. Power, Hudson, N. Y.; C. W. Kniffin, West Stockbridge, Mass.; John M. Seeley, Housatonic, Mass.

Proper Address for the Company.

LEE AND HUDSON RAILROAD COMPANY, LEE, MASS.

PRENTISS C. BAIRD,
H. J. DUNHAM,
ELIZUR SMITH,
S. S. ROGERS,

Directors of the Lee and Hudson Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, ss. November 29, 1872. Then personally appeared the above-named directors of the Lee and Hudson Railroad Company, and severally made oath to the truth of the foregoing statement by them subscribed.

THOMAS M. JUDD, *Justice of the Peace.*

R E P O R T
OF THE
LEE AND NEW HAVEN RAILROAD COMPANY,
FOR THE YEAR ENDING SEPTEMBER 30, 1872.

To the Honorable Board of Railroad Commissioners for the State of Massachusetts.

The undersigned, the President of the Lee and New Haven Railroad Company, submits the following as a full report of all the doings of said company, under their charter, during the year ending September 30, 1872.

The corporators named in the charter opened books for subscriptions to the capital stock of said company in the month of July, 1872, and a sufficient amount of stock having been subscribed for, a meeting of the stockholders was held, August 15, 1872, and a board of directors chosen. In September, a contract was made for the building the road, to be completed in July, 1874. There has been no money collected or paid out by the company to the end of the year. All of which is respectfully submitted.

ORLOW NORTHWAY, *President.*

NEW BOSTON, MASS., October 1, 1872.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN COUNTY, ss. NEW BOSTON, October 15, 1872. Then the above-named Orlow Northway personally appeared and made oath that the foregoing report by him subscribed is true. Before me,

PHILANDER F. TWINING, *Justice of the Peace.*

REPORT

OF THE

LOWELL AND LAWRENCE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

[This road is operated by Boston & Lowell Railroad Corporation under contract. See returns of 1858.]

Capital Stock and Debts.

1. Capital stock authorized by charter,	\$300,000 00
2. Capital stock authorized by votes of company,	200,000 00
3. Capital stock paid in (number of shares, 2,000),	200,000 00
4. Capital stock issued,	200,000 00
5. Capital stock paid in per mile of road owned by company,	16,194 34
6. Capital stock paid in, proportion for Massachusetts,	16,194 34
7. Par value of shares,	100 00
8. Funded debt as follows:—	
1st mortgage bonds, due 1878, rate of interest, 6 per cent.,	\$54,700 00
2d mortgage bonds, due, rate of interest	None.
3d mortgage bonds, due, rate of interest	None.
9. Total amount of funded debt,	54,700 00
10. Unfunded debt, incurred for construction, equipment or purchase of property,	Nothing.
11. Debt incurred for any other purpose, and for what,	Nothing.
12. Total amount of debt,	54,700 00
13. Proportion of debt for Massachusetts,	54,700 00
14. Proportion of debt per mile of road,	5,400 81
15. Total cash realized from capital and debt,	—
16. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property,	108,458 12
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,	363,158 12
18. Proportion of above for Massachusetts,	363,158 12
19. Number of stockholders,	51
20. Amount of stock held in Massachusetts,	1,692 shares.
21. Number of stockholders in Massachusetts,	39

Cost of Road, Equipment and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.

1. Grading and masonry,	\$77,516 32
2. Bridging,	5,304 61
3. Superstructure, including rails,	161,416 37
4. Land, land damages and fences,	45,378 81

5. Passenger and freight stations, wood-sheds and water stations,	\$15,108 19	
6. Engine-houses, car-sheds and turn-tables,		
7. Interest paid during construction, discount, &c.		19,748 05
8. Engineering, agencies, salaries and other expenses during construction,	8,410 49	
9. <i>Total expended for construction</i> ,		\$332,882 84
10. Average cost of construction per mile of road built by company,		22,660 50
11. Same per mile of single track built by company, not including sidings,		22,660 50
12. Proportion of cost of construction for Massachusetts,		All.

EQUIPMENT.

13. Locomotives and snow-plows,	15,153 25	
14. Passenger, mail and baggage cars,	7,000 60	
15. Freight and other cars,	8,121 43	
16. Machine-shops, machinery and tools [included in the foregoing, and from income],	-	-
17. <i>Total for equipment</i> ,		\$0,275 28
18. Average cost of equipment <i>per mile of road operated</i> by company,		2,451 44
19. Proportion for Massachusetts,		2,451 44

PROPERTY PURCHASED.

20. branch, original cost,	None.	
21. purchased for shares,		
22. Bonds of road, nominal amount		
23. Steamboat, nominal amount		
24. Lands in Lowell not necessary for operation of road,		3,356 37
25. Other property purchased,	None.	
26. <i>Total property purchased</i> ,		3,356 37
27. Property in Massachusetts (including proportion of equipment),		363,158 12
28. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		363,158 12
29. Proportion for Massachusetts,		363,158 12
30. Amount of sinking and contingent funds,	Surplus.	10,776 49

Description of Road.

1. Length of main line of road from Lowell to Lawrence,	12.35 miles.
Length of main line of road in Massachusetts, [In other States, specifying each,],	12.35 miles.
2. Length of line with track laid, if road is not completed,	None.
3. Length of double track on main line,	Completed.
4. Branches owned by company. Name and description of each single or double track, ; length,	Single.
5. Total length of branches owned by company,	None.
6. Total length of branches owned by company in Massachusetts,	None.
7. Total length of branches owned by company in other States, specifying each,	
8. Length of double track on branches,	None.
9. Total length of road belonging to this company,	12.35 miles.

10. Aggregate length of sidings and other tracks not above enumerated,	2.34 miles.
11. Same in Massachusetts,	2.34 miles.
12. Aggregate length of tracks belonging to this company, computed as single track,	14.69 miles.
13. Same in Massachusetts,	14.69 miles.
14. Total length of steel rails in tracks belonging to this company,	} None.
[Weights per yard,]	
15. Total length of steel-top rails in tracks belonging to this company,	} None.
[Weights per yard,]	
16. Miles of telegraph on line of road,	24.70 miles.
17. Miles of telegraph owned by this company,	None.
18. Number of telegraph offices in company's stations,	One.
19. Number of telegraph stations operated by this company,	None.
20. Number of telegraph stations operated jointly by railroad and telegraph company,	None.
21. Number of spans of bridges of 25 feet and upwards,	None.
22. Number of iron bridges (aggregate length,)	None.
23. Number of wooden bridges (aggregate length, 400 feet),	3

24.*

BRIDGES BUILT WITHIN THE YEAR.

[None.]

25. Number of crossings of highways at grade,	12
26. Number of crossings of highways over railroad,	9
27. Number of crossings of highways under railroad,	2
28. Number of highway bridges 18 feet above track,	None.
29. Number of highway bridges less than 18 feet above track,	9
30. Number of crossings at which gates or flagmen are maintained,†	- -
31. Number of crossings at which there are neither gates nor flagmen,†	2
32. Number of railroad crossings at grade [enter upon Boston & Lowell at Lowell, and upon Boston & Maine at So. Lawrence],	- -
33. Number of railroad crossings over other railroads,	None.
34. Number of railroad crossings under other railroads,	None.

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.†

35. Name, description and length of each,	} None.
36. Total length of above roads,	
37. Total length of above roads in Massachusetts,	
38. Total length of above roads in other States, specifying each,	

* Operated by the Boston & Lowell Railroad Corporation under a contract. A copy is annexed to the report of 1858. Amount paid in per annum for use of railroad as per contract, 6 per cent. on \$363,000 = \$21,780.

† Operated by the Boston & Lowell Railroad Corporation.

39. Total miles of road operated by this company,	} Operated by the Boston & Lowell Railroad Corporation.
40. Total miles of road operated by this company in Massachusetts,	
41. Number of stations on all roads operated by this company,	
42. Same in Massachusetts,	

Rolling Stock.

[Operated by the Boston & Lowell Railroad Corporation.]

Mileage, Traffic, &c.

[Included in return of Boston & Lowell Railroad Corporation.]

Expenditures Charged to Capital Account during the Year.

[See Boston & Lowell R. R.]

Expenditures on Operating Account for the Year.

[Maintenance of way and buildings, and traffic expenses, paid by the Boston & Lowell Railroad Corporation.]

MISCELLANEOUS.

34. Amount paid other companies as rent for use of road, specifying each company and amount,	Nothing.
35. Telegraph expenses,	Nothing.
36. United States taxes and stamps,	\$97 81
37. State taxes,	3,324 83
38. Local taxes [paid by Boston & Lowell Railroad Corporation],	-
39. Insurance, loss by fire, and damages paid for fires set by engines,	Nothing.
40. General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the foregoing items [paid for land, \$3,356.37],	3,476 82
41. Total miscellaneous,	6,899 46

Revenue for the Year.

1. Receipts from local passengers on roads operated by this company,	} Received by the Boston and Lowell R. R. Corp.
2. Receipts from passengers from and to other roads over roads operated by this company,	
3. Receipts from passengers over other roads as tolls, or for use of cars of this company,	
4. Receipts from local freight on roads operated by this company,	
5. Receipts from freight from and to other roads over roads operated by this company,	
6. Receipts from freight over other roads as tolls, or for use of cars of this company,	
7. Receipts for express,	
8. Receipts for mails,	
9. Receipts as rents for use of road and equipment, when leased,	
10. Receipts as rents for use of property other than above,	\$21,780 00
11. Total earnings,	6 00
12. Per mile of road operated,	2,1786 00
13. Per mile of road operated,—computed as single track, not including sidings,	} Boston and Lowell R. Corp.
14. Per train mile,	
15. Proportion for Massachusetts,	
16. Income from other roads,	
17. Income from all other sources [for land sold],	
18. TOTAL INCOME,	4,800 00
	26,586 00

19. Percentage of income to capital stock and debt,	-
20. Percentage of income to total means applied to construction, equipment, &c.,	-
Net Income, Dividends, &c.	
1. Total net income above expenses,	\$19,686 54
2. Percentage of net income to capital stock and debt,	-
3. Percentage of net income to total means applied to construction, equipment, &c.,	-
4. Paid for interest,	3,088 26
5. Paid in dividends 6 per cent. for the year,	12,000 00
6. Paid to sinking funds,	Nothing.
7. Balance for the year or surplus,	4,598 28
8. Surplus at commencement of the year,	6,178 21
9. Total surplus,*	10,776 49
10. Invested as follows:—	
Cash and loans [paid for redemption of bonds, \$12,000],	-
Balance of accounts due from other roads,	} Nothing.
Other uncollected accounts,	
Materials for repairs,	
Fuel and stores,	
Any other items,	

General Balance Sheet at last Closing of Accounts.

DR.	
Capital stock,	\$200,000 00
Bonds due 1878,	54,700 00
Unpaid dividends,	6,142 00
State tax,	3,324 83
Interest warrants,	1,641 00
Paid from earnings,	108,458 12
	<hr/>
	\$374,265 95
CR.	
Railroad,	\$363,158 12
Cash,	9,884 32
Profit and loss account,	1,223 51
	<hr/>
	\$374,265 95

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCON- DUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	1	-	1	-
Employés,	-	-	-	-	-	-
Others,	-	-	-	-	-	-

* Total surplus, as per balance sheet, \$107,234.61. [Com.]

Statement of each Accident.

[Operated by the Boston & Lowell Railroad Corporation, under contract.]

June 7, 1872.—Mr. Greenwood fell from a train in motion, near Lawrence, and was fatally injured.

Name and Residence of Officers.

Directors of the Lowell and Lawrence Railroad Company.—William E. Livingston, *President*, Lowell; Isaac Farrington, Lowell; Otis Allen, Lowell; John F. Kimball, Lowell; Hocum Hosford, Lowell; Edward Tuck, Lowell; Henry C. Howe, Lowell. F. H. Nourse, *Treasurer* and *Clerk*, Lowell.

Proper Address for the Company.

F. H. NOURSE, *Treasurer* and *Clerk*, LOWELL.

F. B. CROWNINSHIELD,
J. G. ABBOTT,
T. JEFFERSON COOLIDGE,

Directors of the Boston and Lowell Railroad Corporation.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. Boston, November 19, 1872. Then personally appeared F. B. Crowninshield, J. G. Abbott and T. Jefferson Coolidge, and severally made oath to the truth of the foregoing statement by them subscribed.

C. E. A. BARTLETT, *Justice of the Peace.*

REPORT

OF THE

MANSFIELD AND FRAMINGHAM RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

[This road is leased to and operated by the Boston, Clinton and Fitchburg Railroad Company.]

Capital Stock and Debts..

1. Capital stock authorized by charter,	\$600,000 00
2. Capital stock authorized by votes of company,	300,000 00
3. Capital stock paid in (number of shares,),	3,000 shares.
4. Capital stock issued,	3,000 shares.
5. Capital stock paid in per mile of road owned by company,	14,286 00
6. Capital stock paid in, proportion for Massachusetts,	All.
7. Par value of shares,	100 00
8. Funded debt as follows:—	
1st mortgage bonds, due July 1, 1889, rate of interest, 7 per cent.,	\$300,000 00
Coupon notes, due 1881, rate of interest, 8 per cent.,	120,000 00
Coupon notes, due 1881, rate of interest, 8 per cent.,	50,000 00
9. Total amount of funded debt,	470,000 00
10. Unfunded debt, incurred for construction, equipment or purchase of property,	None.
11. Debt incurred for any other purpose, and for what [loss first 18 months, &c.],	9,541 70
12. Total amount of debt,	479,541 70
13. Proportion of debt for Massachusetts,	All.
14. Proportion of debt per mile of road,	22,835 00
15. Total cash realized from capital and debt,	779,541 70
[Less profit and loss and cash account,]	10,983 05
	768,558 65
16. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property,	None.
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,	768,558 65
18. Proportion of above for Massachusetts,	All.
19. Number of stockholders,	178
20. Amount of stock held in Massachusetts,	293,700 00
21. Number of stockholders in Massachusetts,	170

Cost of Road, Equipment and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.

1. Grading and masonry,	\$219,802 00
2. Bridging,	7,119 24
3. Superstructure, including rails,	261,983 15
4. Land, land damages and fences,	108,610 97

5. Passenger and freight stations, wood-sheds and water stations,	}	\$39,716 73	
6. Engine-houses, car-sheds and turn-tables,			
[Discount on bonds],			76,473 32
7. Interest paid during construction, discount, &c.			10,885 91
8. Engineering, agencies, salaries and other expenses during construction,			41,439 83
[Telegraph line,]			2,400 00
9. <i>Total expended for construction,</i>			\$768,431 15
10. Average cost of construction per mile of road built by company,			36,592 00
11. Same per mile of single track built by company, not including sidings,			36,592 00
12. Proportion of cost of construction for Massachusetts,			All.

EQUIPMENT.

13. Locomotives and snow-plows,	None.	
14. Passenger, mail and baggage cars,	None.	
15. Freight and other cars,	None.	
16. Machine-shops, machinery and tools,	None.	
17. <i>Total for equipment,</i>		None.
18. Average cost of equipment <i>per mile of road operated</i> by company,		None.
19. Proportion for Massachusetts,	-	-

PROPERTY PURCHASED.

20. branch, original cost,		
purchased for	-	-
21. Stock of shares,		
purchased for	-	-
22. Bonds of road, nominal amount,		
purchased for	-	-
23. Steamboat, nominal amount		
purchased for	-	-
24. Lands in not necessary for operation of road,		
25. Other property purchased,	-	-
26. <i>Total property purchased,</i>	-	-
27. Property in Massachusetts (including proportion of equipment),	-	-
28. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		*768,431 15
29. Proportion for Massachusetts,		All.
30. Amount of sinking and contingent funds,		2,000 00

Description of Road.

1. Length of main line of road from to		21 miles.
Length of main line of road in Massachusetts,	All.	
In other States, specifying each,	-	-
2. Length of line with track laid, if road is not completed,		Completed.
3. Length of double track on main line,		None.
4. Branches owned by company. Name and description of each single or double track, ; length,	-	-
5. Total length of branches owned by company,		None.
6. Total length of branches owned by company in Massachusetts,	-	-
7. Total length of branches owned by company in other States, specifying each,	-	-
8. Length of double track on branches,		None.

* Add office furniture, \$127.50, and amount is \$768,558.65, as per No. 17 on preceding page.

9. Total length of road belonging to this company,	21 miles.
10. Aggregate length of sidings and other tracks not above enumerated,	2.25 miles.
11. Same in Massachusetts,	All.
12. Aggregate length of tracks belonging to this company, computed as single track,	23.25 miles.
13. Same in Massachusetts,	All.
14. Total length of steel rails in tracks belonging to this company,	None.
[Weights per yard,]	
15. Total length of steel-top rails in tracks belonging to this company,	None.
[Weights per yard,]	
16. Miles of telegraph on line of road,	21 miles.
17. Miles of telegraph owned by this company,	All.
18. Number of telegraph offices in company's stations,	Four (4).
19. Number of telegraph stations operated by this company,	All.
20. Number of telegraph stations operated jointly by railroad and telegraph company,	None.
21. Number of spans of bridges of 25 feet and upwards,	One.
22. Number of iron bridges (aggr'te length,)	None.
23. Number of wooden bridges (aggr'te length, 85 feet),	One.
24. BRIDGES BUILT WITHIN THE YEAR. [None.]	
25. Number of crossings of highways at grade,	28
26. Number of crossings of highways over railroad,	1
27. Number of crossings of highways under railroad,	1
28. Number of highway bridges 18 feet above track,	1
29. Number of highway bridges less than 18 feet above track,	None.
30. Number of [grade] crossings at which gates or flagmen are maintained,	6
31. Number of [grade] crossings at which there are neither gates nor flagmen,	22
32. Number of railroad crossings at grade,	4
33. Number of railroad crossings over other railroads,	None.
34. Number of railroad crossings under other railroads,	None.
ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.	
35. Name, description and length of each,	None.
36. Total length of above roads,	None.
37. Total length of above roads in Massachusetts,	-
38. Total length of above roads in other States, specifying each,	-
39. Total miles of road operated by this company,	None.
40. Total miles of road operated by this company in Massachusetts,	None.
41. Number of stations on all roads operated by this company,	None.
42. Same in Massachusetts,	None.

Rolling Stock.

[None.]

Mileage, Traffic, &c.

[See B., C. & F. Report, they operating this road.]

[This road is leased and operated by the Boston, Clinton and Fitchburg Railroad Company, and reference to their report for details may be had.]

FREIGHT, IN TONS.

[Included in return of B., C. & F. R.]

Expenditures Charged to Capital Account during the Year.

1. Main line, extension or alteration of road,	\$12,256 16
2. Branches, extension or alteration of road, specifying each,	-
3. Double track extension,	-
4. Land,	-
5. Passenger and freight stations, wood-sheds and water stations,	} 29 37
6. Engine-houses, car-sheds, and turn-tables,	
7. New locomotives and snow-plows,	-
8. New passenger cars,	-
9. New mail and baggage cars,	-
10. New freight cars,	-
11. Machine-shops, machinery and tools,	-
12. Purchase of other roads, specifying what,	-
13. Subscriptions or loans to other roads, specifying what,	-
14. Any other expenditures charged to capital account,	-
15. TOTAL,	12,285 53

Expenditures on Operating Account for the Year.

[Maintenance of way and buildings, and traffic expenses, incl'd in return of B., C. & F. R. R. Co.]

MISCELLANEOUS.

34. Amount paid other companies as rent for use of road, specifying each company and amount,	-
35. Telegraph expenses,	-
36. United States taxes and stamps,	-
37. State taxes,	1,089 66
38. Local taxes,	-
39. Insurance, loss by fire, and damages paid for fires set by engines,	-
40. General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the foregoing items,	1,021 90
41. Total miscellaneous,	2,111 86
42. TOTAL EXPENDITURES FOR OPERATING THE ROAD,	2,111 86
43. Per mile of the road operated,	-
44. Per mile of single track operated, not including sidings,	-
45. Per train mile,	-
46. Proportion for Massachusetts,	-
47. Percentage of expenditures to income,	-

Revenue for the Year.

1. Receipts from local passengers on roads operated by this company,	-
2. Receipts from passengers from and to other roads over roads operated by this company,	-
3. Receipts from passengers over other roads as tolls, or for use of cars of this company,	-

4. Receipts from local freight on roads operated by this company,	-
5. Receipts from freight from and to other roads over roads operated by this company,	-
6. Receipts from freight over other roads as tolls, or for use of cars of this company,	-
7. Receipts for express,	-
8. Receipts for mails,	-
9. Receipts as rents for use of road and equipment, when leased,	\$39,903 21
10. Receipts as rents for use of property other than above,	-
11. Total earnings,	39,903 21
12. Per mile of road operated,	-
13. Per mile of road operated,—computed as single track, not including sidings,	-
14. Per train mile,	-
15. Proportion for Massachusetts,	-
16. Income from other roads,	-
17. Income from all other sources,	-
18. TOTAL INCOME,	39,903 21
19. Percentage of income to capital stock and debt,	-
20. Percentage of income to total means applied to construction, equipment, &c.,	-
Net Income, Dividends, &c.	
1. Total net income above operating expenses,	\$37,791 35
2. Percentage of net income to capital stock and debt,	4.91 per ct.
3. Percentage of net income to total means applied to construction, equipment, &c.,	4.91 per ct.
4. Paid for interest,	34,235 22
5. Paid in dividends per cent for the year,	None.
6. Paid to sinking funds,	2,000 00
7. Balance for the year or surplus,	3,556 13
8. Surplus at commencement of the year [deficit, \$11,905.30],	None.
9. Total surplus [deficit, \$8,349.17],	None.
10. Invested as follows:—	
Cash and loans [sinking fund],	2,000 00
Balance of accounts due from other roads [various],	1,556 13
Other uncollected accounts,	-
Materials for repairs,	-
Fuel and stores,	-
Any other items,	-

General Balance Sheet at last Closing of Accounts.

DR.

Construction,	\$766,031 15
Telegraph line,	2,400 00
Profit and loss,	8,349 17
Office furniture,	127 50
Cash,	633 88
Sinking fund,	2,000 00
	<u>\$779,541 70</u>

CR.

Capital stock,	\$300,000 00
Mortgage bonds,	300,000 00
Coupon notes,	170,000 00
Sundry accounts,	9,541 70
	<u>\$779,541 70</u>

NOTE.—The road went into full operation May 1st, 1870. The result of the running to September 30, 1871, was as follows:—

Net earnings,		\$38,424 01
Interest paid,	\$44,779 67	
Taxes and current expenses, two years,	5,549 64	
	<hr/>	50,329 31
Deficiency to September 30, 1871,		\$11,905 30
Gain to September 30, 1872,		3,556 13
		<hr/>
Amount to debit of profit and loss, as per trial balance,		\$8,349 17

Name and Residence of Officers.

E. P. Carpenter, *President*, Foxboro', Mass.; H. A. Blood, *Vice-President*, Fitchburg, Mass.; Geo. A. Torrey, Fitchburg, Mass.; John B. Page, Rutland, Vt.; J. Henry Elliott, Keene, N. H.; Geo. E. Towne, Boston, Mass.; Otis Cary, Foxboro', Mass.; Lyman Nichols, Boston, Mass.; A. E. Swasey, Taunton, Mass.; H. N. Bigelow, Clinton, Mass.; Jonathan Holbrook, Sherborn, Mass.; A. A. Folsom, Boston, Mass.; Hosea Hyde, *Treasurer*, Newton, Mass.

Proper Address for the Company.

MANSFIELD AND FRAMINGHAM RAILROAD COMPANY, 17 U. S. HOTEL
BLOCK, BOSTON.

E. P. CARPENTER,
JONATHAN HOLBROOK,
OTIS CARY,
H. A. BLOOD,
GEO. A. TORREY,
LYMAN NICHOLS,
GEO. E. TOWNE,

Directors of the Mansfield and Framingham Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. December 9, 1872. Then personally appeared Geo. E. Towne, and made oath that the statement by him subscribed above is true, according to his best knowledge and belief.

GEO. A. TORREY, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. December 9, 1872. Then personally appeared E. P. Carpenter, Jona. Holbrook, Otis Cary, H. A. Blood, Geo. A. Torrey and Lyman Nichols, and severally made oath to the truth of the foregoing statement by them subscribed.

GEO. E. TOWNE, *Justice of the Peace.*

REPORT

OF THE

MASSACHUSETTS CENTRAL RAILROAD COMPANY,*

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts.	
1. Capital stock authorized by charter,	\$6,000,000 00
2. Capital stock authorized by votes of company,	3,000,000 00
3. Capital stock paid in, number of shares,	894,080 00
4. Capital stock issued,	-
5. Capital stock paid in per mile of road owned by company,	-
6. Capital stock paid in, proportion for Massachusetts,	-
7. Par value of shares,	-
8. Funded debt as follows:—	
1st mortgage bonds, due, rate of interest,	-
2d mortgage bonds, due, rate of interest,	-
3d mortgage bonds, due, rate of interest,	-
9. Total amount of funded debt,	-
10. Unfunded debt, incurred for construction, equipment or purchase of property,†	-
11. Debt incurred for any other purpose, and for what,	-
12. Total amount of debt,	-
13. Proportion of debt for Massachusetts,	-
14. Proportion of debt per mile of road,	-
15. Total cash realized from capital and debt,	-
16. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property,	-
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,	-
18. Proportion of above for Massachusetts,	-
19. Number of stockholders,	-
20. Amount of stock held in Massachusetts,	-
21. Number of stockholders in Massachusetts,	-
Cost of Road, Equipment and Property.	
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.	
1. Grading and masonry,	} \$891,020 00
2. Bridging,	
3. Superstructure, including rails,	
4. Land, land damages and fences,	
	112,884 29

* Road under construction.

† Balance sheet makes the unfunded debt, \$222,686.68. [Com.]

5. Passenger and freight stations, wood-sheds and water stations,	-	-
6. Engine-houses, car-sheds and turn-tables,	-	-
7. Interest paid during construction, discount, &c.,	\$1,028 64	
8. Engineering, agencies, salaries and other expenses during construction,	78,554 88	
9. <i>Total expended for construction</i> ,		\$1,083,487 81
10. Average cost of construction per mile of road built by company,		Unfinished.
11. Same per mile of single track built by company, not including sidings,	-	-
12. Proportion of cost of construction for Massachusetts,	-	-
[The road is in process of construction, and no further details are reported.]		

General Balance Sheet at last Closing of Accounts.

DR.

Contract,	\$891,020 00
Land and land damages,	112,884 29
Engineering and miscellaneous,	78,554 88
Notes receivable,	400 00
Cash,	17,796 28
	<hr/>
	\$1,100,655 45

CR.

Capital stock,	\$894,080 00
Interest,	3,221 93
Rents,	666 84
Notes and bills payable,	202,686 68
	<hr/>
	\$1,100,655 45

Name and Residence of Officers.

Directors.—James M. Stone, *President*, Charlestown, Mass.; J. Edwin Smith, Barre, Mass.; Francis Brigham, Hudson, Mass.; George Houghton, Hudson, Mass.; Hiram Wadsworth, Barre, Mass.; Elam B. Shattuck, Barre, Mass.; Lewis J. Dudley, Northampton, Mass.; Joel Hayden, Haydensville, Mass.; Henry F. Hills, New York; Charles A. Cutting, Boston, Mass.; Benj'n H. Tripp, Rutland, Mass.; James S. Draper, *Clerk*, Wayland, Mass. Francis J. Parker, *Treasurer*, Newton, Mass. Edward Frost, *Chief Engineer*, Boston, Mass.

Proper Address for the Company.

MASSACHUSETTS CENTRAL RAILROAD COMPANY, 10 PEMBERTON
SQUARE, BOSTON.

JAMES M. STONE,
FRANCIS BRIGHAM,
LEWIS J. DUDLEY,
B. H. TRIPP,
HIRAM WADSWORTH,
JAMES S. DRAPER,
E. B. SHATTUCK,
CHAS. A. CUTTING,
J. EDWIN SMITH,

Directors of the Massachusetts Central Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. October 2, 1872. Then personally appeared James M. Stone, Francis Brigham, Lewis J. Dudley, B. H. Tripp, Hiram Wadsworth, James S. Draper, E. B. Shattuck, Charles A. Cutting and J. Edwin Smith, and severally made oath to the truth of the foregoing statement by them subscribed.

FRAN'S J. PARKER, *Justice of the Peace.*

REPORT

OF THE

MIDDLEBOROUGH AND TAUNTON RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts.

1. Capital stock authorized by charter,	\$150,000 00
2. Capital stock authorized by votes of company,	150,000 00
3. Capital stock paid in (number of shares, 1,478),	148,175 00
4. Capital stock issued,	147,800 00
5. Capital stock paid in per mile of road owned by company,	17,432 35
6. Capital stock paid in, proportion for Massachusetts,	17,432 35
7. Par value of shares,	100 00
8. Funded debt as follows:—	
1st mortgage bonds, due, rate of interest	— —
2d mortgage bonds, due, rate of interest	— —
3d mortgage bonds, due, rate of interest	— —
9. Total amount of funded debt,	— —
10. Unfunded debt, incurred for construction, equipment or purchase of property,	— —
11. Debt incurred for any other purpose, and for what [unpaid dividend, equipment, &c.],	5,007 81
12. Total amount of debt,	5,007 81
13. Proportion of debt for Massachusetts,	5,007 81
14. Proportion of debt per mile of road,	589 15
15. Total cash realized from capital and debt,	153,182 81
16. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property,	23,218 54
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,	176,401 35
18. Proportion of above for Massachusetts,	176,401 35
19. Number of stockholders,	193
20. Amount of stock held in Massachusetts,	134,400 00
21. Number of stockholders in Massachusetts,	175

Cost of Road, Equipment and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.

1. Grading and masonry,	\$45,899 14
2. Bridging,	384 15
3. Superstructure, including rails,	57,733 85
4. Land, land damages and fences,	18,166 07
5. Passenger and freight stations, wood-sheds and water stations,	} 3,991 29
6. Engine-houses, car-sheds and turn-tables,	

7. Interest paid during construction, discount, &c.,	\$1,728 83	
8. Engineering, agencies, salaries and other expenses during construction,	7,117 60	
9. <i>Total expended for construction</i> ,		\$135,020 93
10. Average cost of construction per mile of road built by company,		15,884 79
11. Same per mile of single track built by company, not including sidings,		15,884 79
12. Proportion of cost of construction for Massachusetts,		135,020 93

EQUIPMENT.

13. Locomotives and snow-plows,	7,656 29	
14. Passenger, mail and baggage cars,	5,077 43	
15. Freight and other cars,	27,350 02	
16. Machine-shops, machinery and tools,	-	-
17. <i>Total for equipment</i> ,		40,083 74
18. Average cost of equipment <i>per mile of road operated</i> by company,		4,715 73
19. Proportion for Massachusetts,		40,083 74

PROPERTY PURCHASED.

20. branch, original cost,		
21. purchased for ,	-	-
21. Stock of , shares,		
22. purchased for	-	-
22. Bonds of road, nominal amount,		
23. purchased for	-	-
23. Steamboat nominal amount		
24. purchased for	-	-
24. Lands in Middleborough not necessary for operation of road,	1,296 68	
25. Other property purchased,	-	-
26. <i>Total property purchased</i> ,		1,296 68
27. Property in Massachusetts (including proportion of equipment),		176,401 35
28. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		176,401 35
29. Proportion for Massachusetts,		176,401 35
30. Amount of sinking and contingent funds,	-	-

Description of Road.

1. Length of main line of road from Middleboro' to junction with N. Bedford & Taunton R. R.,	8.536 miles.	
Length of main line of road in Massachusetts, [In other States, specifying each,]	-	-
2. Length of line of track laid, if road is not completed,	None.	
3. Length of double track on main line,	None.	
4. Branches owned by company. Name and description of each single or double track, ; length,	-	-
5. Total length of branches owned by company,	None.	
6. Total length of branches owned by company in Massachusetts,	-	-
7. Total length of branches owned by company in other States, specifying each,	-	-
8. Length of double track on branches,	None.	
9. Total length of road belonging to this company,	8.563	
10. Aggregate length of sidings and other tracks not above enumerated,	1.05	
11. Same in Massachusetts,	1.05	

12. Aggregate length of tracks belonging to this company, computed as single track, . . .	9.586
13. Same in Massachusetts, . . .	9.586
14. Total length of steel rails in tracks belonging to this company, . . .	None.
[Weights per yard, . . .]	
15. Total length of steel-top rails in tracks belonging to this company; . . .	None.
[Weights per yard, . . .]	
16. Miles of telegraph on line of road, . . .	None.
17. Miles of telegraph owned by this company, . .	None.
18. Number of telegraph offices in company's stations, . . .	None.
19. Number of telegraph stations operated by this company, . . .	None.
20. Number of telegraph stations operated jointly by railroad and telegraph company, . . .	None.
21. Number of spans of bridges of 25 feet and upwards, . . .	None.
22. Number of iron bridges (aggregate length,),	None.
23. Number of wooden bridges (aggregate length,),	None.
24. BRIDGES BUILT WITHIN THE YEAR.	
[None.]	
25. Number of crossings of highways at grade, . .	9
26. Number of crossings of highways over railroad, . .	2
27. Number of crossings of highways under railroad, . . .	-
28. Number of highway bridges 18 feet above track, . .	2
29. Number of highway bridges less than 18 feet above track, . . .	None.
30. Number of crossings at which gates or flagmen are maintained, . . .	None.
31. Number of crossings at which there are neither gates nor flagmen, . . .	9
32. Number of railroad crossings at grade, . . .	None.
33. Number of railroad crossings over other railroads, . . .	None.
34. Number of railroad crossings under other railroads, . . .	None.

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

35. Name, description and length of each, . . .	-	-
36. Total length of above roads, . . .	-	-
37. Total length of above roads in Massachusetts, .	-	-
38. Total length of above roads in other States, specifying each, . . .	-	-
39. Total miles of road operated by this company, . . .	8.536	
40. Total miles of road operated by this company in Massachusetts, . . .	8.536	
41. Number of stations on all roads operated by this company, . . .	3	
42. Same in Massachusetts, . . .	3	

Rolling Stock.

	Total number.	Per mile of road operated.
1. Locomotives (average weight of engines in working order, 24 tons), . . .	1	.117
2. Tenders (average weight of tenders full of fuel and water, 15 tons), . . .	-	-
(Average joint weight of engines and tenders, 39 tons.)		
3. Snow-plows (average weight, 550 lbs.), . . .	2	
4. Passenger cars (average weight, 14½ tons), . .	2	.23

	Total number.	Per mile of road operated.
5. Mail and baggage cars (average weight, 8 tons),	1	.11
6. 8-wheel box freight cars (av'ge weight, 7½ tons),	25	
7. 4-wheel box freight cars (av'ge weight, 4 tons),	-	-
8. 8-wheel platform cars (av'ge weight, 6½ tons),	8	
9. 4-wheel platform cars (av'ge weight, 3½ tons),	2	
10. Other cars (coal, gravel, &c.),	-	-
11. Total freight cars, including coal, &c., on a basis of 8 wheels,	34	3.98
12. Number of locomotives equipped with train brakes,	None.	
(Kind of brake, Lever),		
13. Number of cars equipped with train brakes,	None.	
(Kind of brake, Hodge),		
14. Number of passenger cars in proportion to passengers carried one mile,	1 to 149,159.	
Mileage, Traffic, &c.		
1. Miles run by passenger trains,		14,201
2. Rate of speed of express passenger trains, including stops,	None.	
3. Rate of speed of accommodation trains, including stops,	25 miles.	
4. Miles run by freight trains,		7,241
5. Rate of speed of freight trains, including stops,	15 miles.	
6. Miles run by other trains, and for what purposes,		None.
7. Total train miles run,		21,442
8. Number of through passengers (whole length of road),		26,564
9. Number of local passengers (over part of road),		16,262
10. Total number of passengers carried,		42,826
11. Total passenger mileage, or passengers carried one mile,		298,219
12. Passenger mileage to and from other roads,		286,940
13. Number of tons carried,		31,716
14. Total freight mileage, or tons carried one mile,		149,686
15. Freight mileage to and from other roads,		144,804
16. Average rate of fare per mile (not including season tickets) received from passengers on roads operated by this company,		4 4-11 cents.
17. Average rate of fare per mile received from passengers to and from other roads,*		5 1-9 cents.
18. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket,		27-32 cents.
Average rate of fare per mile for <i>all</i> passengers,		4 4-5 cents.
19. Average rate of freight per ton per mile on roads operated by this company,		10 cents.
20. Average rate of freight per ton per mile to and from other roads,*		12 11-16 cents.
21. Average number of cars in passenger trains, including baggage cars,		2
22. Average number of cars in freight trains (basis of 8 wheels),		20
23. Average weight of passenger trains, including locomotive and tender, in working order		61½ tons.
24. Average weight of freight trains, including locomotive and tender, in working order		150 tons.
25. Number of persons regularly employed by company, including officials,		20

* After deducting all allowances for tolls, or use of cars, &c.

Classification of Business.

PASSENGERS.

1. Passengers coming from other States,†	-
2. Passengers going to other States,†	-
3. Passengers travelling only within this State,	42,826
4. Total season-ticket passengers (round trip),	5,876
5. Passengers to Boston (including season),†	-
6. Passengers from Boston (including season),†	-
7. Season-ticket passengers to and from Boston (one round trip daily),†	-

FREIGHT, IN TONS.

	Brought from other States.	Carried to other States.	Carried within this State only.	Taken from Boston.†	Carried to Boston.†
1. Anthracite coal,	-	-	6,912	-	-
2. Bituminous coal,	-	-	-	-	-
3. Petroleum,	-	-	-	-	-
4. Railroad iron, including steel and steel-capped rails,	-	-	-	-	-
5. Castings and other iron,	-	-	16,278	-	-
6. Other metals,	-	-	-	-	-
7. Iron and other ores,	-	-	60	-	-
8. Stone and brick,	-	-	-	-	-
9. Lime, cement and sand,	-	-	181	-	-
10. Lumber,	-	-	124	-	-
11. Ice,	-	-	-	-	-
12. Live stock,	-	-	144	-	-
13. Dressed carcasses, smoked and salted meats,	-	-	-	-	-
14. Flour,	-	-	812	-	-
15. Grain,	-	-	6,201	-	-
16. Other agricultural products,	-	-	-	-	-
17. Manufactures not included above,*	-	-	1,004	-	-
18. Merchandise,*	-	-	-	-	-
19. Other articles,	-	-	-	-	-
20. Total tons carried,	-	-	31,716	-	-

Expenditures Charged to Capital Account during the Year.

1. Main line, extension or alteration of road,	-
2. Branches, extension or alteration of road, specifying each,	-
3. Double track extension,	-
4. Land,	-
5. Passenger and freight stations, wood-sheds and water stations,	-
6. Engine-houses, car-sheds, and turn-tables,	-
7. New locomotives and snow-plows,	-
8. New passenger cars,	-
9. New mail and baggage cars,	-
10. New freight cars,	-
11. Machine-shops, machinery and tools,	-
12. Purchase of other roads, specifying what,	-
13. Subscriptions or loans to other roads, specifying what,	-
14. Any other expenditures charged to capital account,	-
15. TOTAL,	-

* Manufactured articles starting from the place of manufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depot for sale, they become a part of the general merchandise of the place, and on any second transit are to be reckoned under the second head.

† Apply only to roads crossing the State line.

‡ Apply only to the roads terminating in Boston.

Expenditures on Operating Account for the Year.

MAINTENANCE OF WAY AND BUILDINGS.

1. Repairs of road, exclusive of bridges and new rails,*	\$6,167 54
2. New iron rails, deducting old rails sold (number of miles, , weight per yard,),*	1,685 26
3. Steel rails (number of miles, , weight per yard,),	-
4. Repairs of bridges,	-
5. Repairs of buildings and fixtures,	588 50
6. Repairs of fences, road crossings, and signs,	205 80
7. Removing ice and snow,	-
8. Other expenses,	-
9. Total for maintenance of way and buildings,	8,647 10
10. Per mile of road kept in repair,	1,017 30
11. Per mile of single track kept in repair, not including sidings,	1,017 30
12. Of the above total there was expended for other than ordinary repairs,	-

TRAFFIC EXPENSES.

13. Repairs of locomotives and snow-plows,†	1,919 09
14. New locomotives and snow-plows,†	-
15. Repairs of machine-shops and machinery,†	-
16. New machine-shops and machinery,†	-
17. Repairs of passenger, baggage and mail cars,†	188 08
18. New passenger, baggage and mail cars,†	-
19. Repairs of freight and other cars,†	744 32
20. New freight and other cars,†	22 00
21. Fuel—number of cords of wood, 40; cost,‡	} 3,113 61
22. Fuel—number of tons of coal, 360; cost,‡	
23. Oil and waste,‡	452 91
24. Amount paid other corporations or individuals not operating railroads, for use of cars, and for repairs of same,	-
25. Salaries, wages and incidentals, chargeable to passenger department,	3,970 79
26. Salaries, wages and incidentals, chargeable to freight department,	5,677 60
27. Wages of switchmen, gate-keepers, signal-men, and watchmen, unless included above,	445 35
28. Gratuities and damages, passenger account,	-
29. Gratuities and damages, freight account,	30 95
30. Other expenditures,	-
31. Total of traffic expenses,	16,564 70
32. Per mile of road operated,	1,948 79
33. Per mile of single track operated, not including sidings,	1,948 79

MISCELLANEOUS.

34. Amount paid other companies as rent for use of road, specifying each company and amount,	-
35. Telegraph expenses,	None.
36. United States taxes and stamps,	103 80
37. State taxes,	1,119 61
38. Local taxes,	15 19
39. Insurance, loss by fire, and damages paid for fires set by engines,	275 00
40. General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the foregoing items,	2,627 95
41. Total miscellaneous,	4,141 55
42. TOTAL EXPENDITURES FOR OPERATING THE ROAD,	29,353 35
43. Per mile of the road operated,	3,453 33
44. Per mile of single track operated, not including sidings,	3,453 33

* Including labor and materials in new sidings.

† To include oil, fuel, clerks, watchmen, and incidentals about shops.

‡ For cars and engines.

45. Per train mile,	1.36 7-10
46. Proportion for Massachusetts,	All.
47. Percentage of expenditures to income,	80.67

Revenue for the Year.

1. Receipts from local passengers on roads operated by this company,	\$511 00
2. Receipts from passengers from and to other roads over roads operated by this company,	13,582 00
3. Receipts from passengers over other roads as tolls, or for use of cars of this company,	-
4. Receipts from local freight on roads operated by this company,	473 12
5. Receipts from freight from and to other roads over roads operated by this company,	20,134 57
6. Receipts from freight over other roads as tolls, or for use of cars of this company,	-
7. Receipts for express,	1,060 80
8. Receipts for mails,	475 00
9. Receipts as rents for use of road and equipment, when leased,	-
10. Receipts as rents for use of property other than above,	-
11. Total earnings,	36,236 49
12. Per mile of road operated,	4,263 12
13. Per mile of road operated,—computed as single track, not including sidings,	4,263 12
14. Per train mile,	1.68 76-100
15. Proportion for Massachusetts,	All.
16. Income from other roads,	-
17. Income from all other sources,	150 00
18. TOTAL INCOME,	36,386 49
19. Percentage of income to capital stock and debt,	23 3-4
20. Percentage of income to total means applied to construction, equipment, &c.,	20 62-100

Net Income, Dividends, &c.

1. Total net income above operating expenses,	\$7,033 14
2. Percentage of net income to capital stock and debt,	-
3. Percentage of net income to total means applied to construction, equipment, &c.,	-
4. Paid for interest,	187 28
5. Paid in dividends 4 per cent. for the year,	5,918 00
6. Paid to sinking funds,	-
7. Balance for the year or surplus,	927 86
8. Surplus at commencement of the year,	24,597 83
9. Total surplus [invested in road and equipment],	25,525 69
10. Invested as follows:—	
Cash and loans,	-
Balance of accounts due from other roads,	-
Other uncollected accounts,	-
Materials for repairs,	-
Fuel and stores,	-
Any other items,	-

General Balance Sheet at last Closing of Accounts.

DR.	
Cost of road,	\$135,020 93
Locomotive,	7,656 29
Passenger cars,	5,077 43
Merchandise cars,	27,350 02
Cash,	2,307 15
Middleborough land,	1,296 68
	<hr/>
	\$178,708 50

CR.	
Capital stock,	\$148,175 00
Reserve of undivided profits,	\$22,296 38
Profit and loss,	3,229 31
	<hr/>
	25,525 69
Unpaid dividends,	1,950 00
A. E. Swasey, Superintendent,	3,057 81
	<hr/>
	\$178,708 50

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCON- DUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	—	—	—	—	—	—
Employés,	—	—	—	—	—	—
Others,	—	—	—	—	—	—

Name and Residence of Officers.

O. A. Washburn, Jr., *President*, Providence. *Directors*.—Elisha Tucker, Middleborough; Albert Alden, Middleborough; Joseph S. Tillinghast, New Bedford; Charles Robinson, Raynham; Edward Pickering, Boston. Albert E. Swasey, Taunton, *Superintendent*. Edward Pickering, *Treasurer and Clerk*.

Proper Address for the Company.

MIDDLEBOROUGH AND TAUNTON RAILROAD CORPORATION,
TAUNTON.

O. A. WASHBURN, JR.,
ELISHA TUCKER,
E. PICKERING,
CHAS. ROBINSON,
JOSEPH S. TILLINGHAST,

Directors of the Middleborough and Taunton Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 11 and 12, 1872. Then personally appeared J. S. Tillinghast, and affirmed, and O. A. Washburn, Jr., Elisha Tucker and Charles Robinson, who severally made oath to the truth of the foregoing statement by them subscribed, according to the best of their knowledge and belief.

E. PICKERING, *Justice of the Peace.*

R E P O R T

OF THE

MIDDLESEX CENTRAL RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital stock authorized,	\$225,000 00
Number of shares capital stock issued,	None.
Funded debt,	None.
Floating debt,	None.

This company was organized during the year, and has located and commenced the construction of about 7 8-10 miles of road, extending from Lexington to Concord, under an agreement for a lease of the same to the Boston & Lowell Railroad Company when completed.

No business has been transacted which furnishes any data for any return under the items of returns required, other than as above mentioned.

C. W. BELLOWS,
GEORGE KEYES,
GARDNER PROUTY,
THOMAS STILES,
ANDREW ROBBINS,
HENRY WOOD,

Directors of the Middlesex Central Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 1, 1872. Then personally appeared Geo. Keyes, Gardner Prouty, Thos. Stiles, Andrew Robbins and Henry Wood, and severally made oath to the truth of the foregoing statement by them subscribed.

EDWIN THOMPSON, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 11, 1872. Then personally appeared C. W. Bellows and made oath to the truth of the foregoing statement subscribed by him.

WM. M. HALL, *Justice of the Peace.*

R E P O R T

OF THE

MILFORD AND WOONSOCKET RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

[This road is leased to and operated by the Providence & Worcester Railroad Company.]

Capital Stock and Debts.

1. Capital stock authorized by charter,	\$250,000 00
2. Capital stock authorized by votes of company,	200,000 00
3. Capital stock paid in (number of shares, 824, and portions of two more),	82,500 00
4. Capital stock issued,	78,900 00
5. Capital stock paid in per mile of road owned by company,	21,279 00
6. Capital stock paid in, proportion for Massachusetts,	All.
7. Par value of shares,	-
8. Funded debt as follows:—	} No funded debt.
1st mortgage bonds, due rate of interest,	
2d mortgage bonds, due rate of interest,	
3d mortgage bonds, due rate of interest,	
9. Total amount of funded debt,	
10. Unfunded debt incurred for construction, equipment or purchase of property,	28,000 00
11. Debt incurred for any other purpose, and for what,	None.
12. Total amount of debt,	28,000 00
13. Proportion of debt for Massachusetts,	All.
14. Proportion of debt per mile of road,	6,457 57
15. Total cash realized from capital and debt,	\$110,500 00
16. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property,	4,327 01
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,	114,827 01
18. Proportion of above for Massachusetts,	All.
19. Number of stockholders,	42
20. Amount of stock held in Massachusetts,	71,900 00
21. Number of stockholders in Massachusetts,	35

Cost of Road, Equipment and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.

1. Grading and masonry,	} \$86,628 41
2. Bridging,	
3. Superstructure, including rails,	
4. Land, land damages and fences,	
	9,704 39

5. Passenger and freight stations, wood-sheds and water stations,	}	\$12,027 73	
6. Engine-houses, car-sheds and turn-tables,			
7. Interest paid during construction, discount, &c.			648 17
8. Engineering, agencies, salaries and other expenses during construction,		6,121 31	
9. <i>Total expended for construction,</i>			\$114,827 01
10. Average cost of construction per mile of road built by company,			26,712 82
11. Same per mile of single track built by company, not including sidings,			29,617 50
12. Proportion of cost of construction for Massachusetts,			All.

EQUIPMENT.

[Furnished by Providence & Worcester R. R. Co.]

PROPERTY PURCHASED.

[None.]

28. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		114,827 01
29. Proportion for Massachusetts,	All.	
30. Amount of sinking and contingent funds,	-	-

Description of Road.

1. Length of main line of road from Milford to Bellingham,	3.877	3.877
Length of main line of road in Massachusetts, [In other States, specifying each,],	-	-
2. Length of line with track laid, if road is not completed,	-	-
3. Length of double track on main line,		None.
4. Branches owned by company. Name and description of each single or double track ; length,	-	-
5. Total length of branches owned by company,		None.
6. Total length of branches owned by company in Massachusetts,	-	-
7. Total length of branches owned by company in other States, specifying each,	-	-
8. Length of double track on branches,	-	-
9. Total length of road belonging to this company,	3.877	3.877
10. Aggregate length of sidings and other tracks not above enumerated, . . . . .		.459
11. Same in Massachusetts, . . . . .		.459
12. Aggregate length of tracks belonging to this company, computed as single track,		4.336
13. Same in Massachusetts,		4.336
14. Total length of steel rails in tracks belonging to this company,		None.
[Weights per yard,]		
15. Total length of steel-top rails in tracks belonging to this company,		None.
[Weights per yard,]		
16. Miles of telegraph on line of road,		None.
17. Miles of telegraph owned by this company,		None.
18. Number of telegraph offices in company's stations,		None.
19. Number of telegraph stations operated by this company,		None.
20. Number of telegraph stations operated jointly by railroad and telegraph company,		None.

21. Number of spans of bridges of 25 feet and upwards,	One.
22. Number of iron bridges (aggregate length, . . .),	None.
23. Number of wooden bridges (aggregate length, 229 ft.),	Nine.
24. BRIDGES BUILT WITHIN THE YEAR. [None.]	
25. Number of crossings of highways at grade, . . .	Five.
26. Number of crossings of highways over railroad,	None.
27. Number of crossings of highways under railroad,	None.
28. Number of highway bridges 18 feet above track,	None.
29. Number of highway bridges less than 18 feet above track,	None.
30. Number of crossings at which gates or flagmen are maintained,	None.
31. Number of crossings at which there are neither gates nor flagmen,	Five.
32. Number of railroad crossings at grade,	None.
33. Number of railroad crossings over other railroads,	None.
34. Number of railroad crossings under other railroads,	None.
Rolling Stock.	
[Included in return of the Providence & Worcester R. R. Co.]	
Mileage, Traffic, &c.	
[Included in return of the Providence & Worcester R. R. Co.]	

Expenditures Charged to Capital Account during the Year.	
1. Main line, extension or alteration of road,	\$237 15
2. Branches, extension or alteration of road, specifying each,	-
3. Double track extension,	-
4. Land,	-
5. Passenger and freight stations, wood-sheds and water stations,	-
6. Engine-houses, car-sheds and turn-tables,	-
7. New locomotives and snow-plows,	-
8. New passenger cars,	-
9. New mail and baggage cars,	-
10. New freight cars,	-
11. Machine-shops, machinery and tools,	-
12. Purchase of other roads, specifying what,	-
13. Subscriptions or loans to other roads, specifying what,	-
14. Any other expenditures charged to capital account,	-
15. TOTAL,	237 15
Expenditures on Operating Account for the Year.	
MAINTENANCE OF WAY AND BUILDINGS.	
1. Repairs of road, exclusive of bridges and new rails,*	None.
2. New iron rails, deducting old rails sold (number of miles weight per yard, . . .),*	None.
3. Steel rails (number of miles, weight per yard, . . .),	None.
4. Repairs of bridges,	None.
5. Repairs of buildings and fixtures,	\$148 21
6. Repairs of fences, road crossings and signs,	None.
7. Removing ice and snow,	None.
8. Other expenses,	None.

* Including labor and materials in new sidings.

9. Total for maintenance of way and buildings,	\$148 21
10. Per mile of road kept in repair,	34 18
11. Per mile of single track kept in repair, not including sidings,	38 23
12. Of the above total there was expended for other than ordinary repairs,	Nothing.

TRAFFIC EXPENSES.

[Included in return of the Providence & Worcester R. R. Co.]

MISCELLANEOUS.

34. Amount paid other companies as rent for use of road, specifying each company and amount,	Nothing.
35. Telegraph expenses,	None.
35. United States taxes and stamps,	None.
37. State taxes,	659 49
38. Local taxes,	91 20
39. Insurance, loss by fire, and damages paid for fires set by engines,	None.
40. General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the foregoing items,	99 20
41. Total miscellaneous,	849 89
42. TOTAL EXPENDITURES FOR OPERATING THE ROAD,	998 10
43. Per mile of the road operated,	-
44. Per mile of single track operated, not including sidings,	-
45. Per train mile,	-
46. Proportion for Massachusetts,	-
47. Percentage of expenditures to income,	-

Revenue for the Year.

1. Receipts from local passengers on roads operated by this company,	Included in return of the Prov. & Wor. R. R. Co.	
2. Receipts from passengers from and to other roads over roads operated by this company,		
3. Receipts from passengers over other roads as tolls, or for use of cars of this company,		
4. Receipts from local freight on roads operated by this company,		
5. Receipts from freight from and to other roads over roads operated by this company,		
6. Receipts from freight over other roads as tolls, or for use of cars of this company,		
7. Receipts for express,		
8. Receipts for mails,		
9. Receipts as rents for use of road and equipment, when leased,		\$5,000 00
10. Receipts as rents for use of property other than above,		None.
11. Total earnings,		5,000 00
12. Per mile of road operated,		
13. Per mile of road operated,—computed as single track, not including sidings,		1,290 00
14. Per train mile,		-
15. Proportion for Massachusetts,		All.
15. Income from other roads,		None.
17. Income from all other sources,		None.
18. TOTAL INCOME,		5,000 00
19. Percentage of income to capital stock and debt,		4½
20. Percentage of income to total means applied to construction, equipment, &c.,		4.354

Net Income, Dividends, &c.

1. Total net income above operating expenses,	\$4,001 90
2. Percentage of net income to capital stock and debt,	3.68

3. Percentage of net income to total means applied to construction, equipment, &c.,	3.28
4. Paid for interest,	\$2,208 33
5. Paid in dividends per cent. for the year,	None.
6. Paid to sinking funds,	—
7. Balance for the year or surplus,	1,793 57
8. Surplus at commencement of the year,	2,849 70
9. Total surplus,	4,643 27
10. Invested as follows:—	
Cash and loans,	—
Balance of accounts due from other roads,	—
Other uncollected accounts,	—
Materials for repairs,	—
Fuel and stores,	—
Any other items,	—

General Balance Sheet at last Closing of Accounts.

DR.	
Construction,	\$114,827 01
Interest (four years)	7,649 16
Taxes, “ “	2,938 74
Repairs, “ “	2,921 68
Insurance “ “	180 00
Expense, “ “	417 15
Cash,	315 96
	<hr/>
	\$129,250 00
CR.	
Capital stock paid in,	\$82,500 00
Bills payable,	28,000 00
Income (3 $\frac{3}{4}$ years),	18,750 00
	<hr/>
	\$129,250 00

Name and Residence of Officers.

George Draper, *President*, Hopedale, Mass. *Directors*.—Geo. Draper, Hopedale, Mass.; Samuel Walker, Milford, Mass.; Elbridge Mann, Milford, Mass.; Dr. A. C. Fay, Milford, Mass.; C. F. Claflin, Milford, Mass.; W. D. Hilton, Providence, R. I.; A. C. Mayhew, Milford, Mass. C. F. Claflin, *Treasurer*. James R. Davis, *Clerk*, Milford.

Proper Address for the Company.

C. F. CLAFLIN, TREASURER MILFORD & WOONSOCKET RAILROAD COMPANY,
MILFORD, MASS.

ELBRIDGE MANN,
A. C. FAY,
A. C. MAYHEW,
C. F. CLAFLIN,
SAM'L WALKER,

Directors of the Milford and Woonsocket Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. October 30, 1872. Personally appeared Chas. F. Claffin, and made oath to the truth of the foregoing statement by him subscribed.

Before me,

A. G. UNDERWOOD, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. October 31, 1872. Personally appeared Samuel Walker, and made oath to the truth of the foregoing statement by him subscribed.

Before me,

A. G. UNDERWOOD, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. November 5, 1872. Personally appeared Elbridge Mann, and made oath to the truth of the foregoing statement by him subscribed.

Before me,

A. G. UNDERWOOD, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. November 4, 1872. Then personally appeared A. C. Mayhew and A. C. Fay, and severally made oath to the truth of the foregoing statement by them subscribed.

A. G. UNDERWOOD, *Justice of the Peace.*

REPORT

OF THE

MONADNOCK RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts.	
1. Capital stock authorized by charter,	\$350,000 00
2. Capital stock authorized by votes of company, [Some of the stock was sold for non-payment of assessments. Suits, and pending.]	250,000 00
3. Capital stock paid in (number of shares, 2,043),	197,057 23
4. Capital stock issued,	2,018 00
5. Capital stock paid in per mile of road owned by company,	12,316 08
6. Capital stock paid in, proportion for Massachu- setts,	24,632 16
7. Par value of shares,	100 00
8. Funded debt as follows:—	
1st mortgage bonds, due Oct. 1, 1891, rate of interest 8 per cent.,	\$29,500 00
2d mortgage bonds, due rate of interest,	— —
3d mortgage bonds, due rate of interest,	— —
9. Total amount of funded debt,	29,500 00
10. Unfunded debt, incurred for construction, equip- ment or purchase of property [notes],	97,675 00
11. Debt incurred for any other purpose, and for what,	— —
12. Total amount of debt,	127,175 00
13. Proportion of debt for Massachusetts,	15,909 38
14. Proportion of debt per mile of road,	7,954 69
15. Total cash realized from capital and debt, . .	324,232 23
16. Total amount of income which has been ex- pended (in addition to funds derived from capital and debts) in construction, equip- ment and purchase of property [gratuities from towns],	74,100 00
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY, . .	385,801 66
18. Proportion of above for Massachusetts, . . .	49,791 53
19. Number of stockholders,	71
20. Amount of stock held in Massachusetts, . . .	1,403 shares.
21. Number of stockholders in Massachusetts, . .	14

Cost of Road, Equipment and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY
COMPANY.

1. Grading and masonry	} One account— \$300,510 49
2. Bridging,	
3. Superstructure, including rails [and turn tables, \$2,000],	

4. Land, land damages and fences,	\$27,129 16	
5. Passenger and freight stations, wood-sheds and water stations [and engine-house],	12,990 03	
[Insurance, \$553.67; surveys, \$317.61; P. & L., \$30.00],	901 28	
6. Engine-houses, car-sheds and turn-tables [see answers to Nos. 3 and 5],	—	
7. Interest paid during construction, discount, &c.,	10,526 31	
8. Engineering, agencies, salaries and other expenses during construction,	7,924 35	
9. <i>Total expended for construction</i> ,		\$359,981 62
10. Average cost of construction per mile of road built by company,		21,459 41
11. Same per mile of single track built by company, not including sidings,		22,442 52
12. Proportion of cost of construction for Massachusetts,		44,885 04

EQUIPMENT.

13. Locomotives and snow-plows,	15,660 00	
14. Passenger, mail and baggage cars,	8,460 04	
15. Freight and other cars,	—	
16. Machine-shops, machinery and tools,	—	
17. <i>Total for equipment</i> ,		24,120 04
18. Average cost of equipment per mile of road operated by company,		1,507 50
19. Proportion for Massachusetts,		3,015 00

PROPERTY PURCHASED.

20. branch, original cost		
purchased for	None.	
21. Stock of Monadnock R. R., 10 shares, purchased for	800 00	
22. Bonds of road, nominal amount		
purchased for	—	—
23. Steamboat nominal amount		
purchased for	—	
24. Lands in Mass. not necessary for operation of of road [estimated],	*6,000 00	
Lands in N. H. not necessary for operation of of road [estimated],	*3,031 13	
25. Other property purchased [stage property],	900 00	
26. <i>Total property purchased</i> ,		1,700 00
27. Property in Massachusetts (including proportion of equipment),		9,015 00
28. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		385,801 66
29. Proportion for Massachusetts,	—	—
30. Amount of sinking and contingent funds,		None.

Description of Road.

1. Length of main line of road from Winchendon, to Peterboro', N. H.,		16 miles.
Length of main line of road in Massachusetts,	2 miles.	
In other States, specifying each,	—	—
2. Length of line with track laid, if road is not completed,		Completed.
3. Length of double track on main line,		None.
4. Branches owned by company. Name and description of each single or double track, ; length,	None.	
5. Total length of branches owned by company,		None.

* Included in construction account.

6. Total length of branches owned by company in Massachusetts,	None.	
7. Total length of branches owned by company in other States, specifying each,	None.	
8. Length of double track on branches,		None.
9. Total length of road belonging to this company,		16 miles.
10. Aggregate length of sidings and other tracks not above enumerated,		2-5 mile.
11. Same in Massachusetts,		100 feet.
12. Aggregate length of tracks belonging to this company, computed as single track,		16 2-5 miles.
13. Same in Massachusetts,		2 3-10 miles.
14. Total length of steel rails in tracks belonging to this company,		None.
[Weights per yard,]		
15. Total length of steel-top rails in tracks belonging to this company,		None.
[Weights per yard,]		
16. Miles of telegraph on line of road,		None.
17. Miles of telegraph owned by this company,		None.
18. Number of telegraph offices in company's stations,		None.
19. Number of telegraph stations operated by this company,		None.
20. Number of telegraph stations operated jointly by railroad and telegraph company,		None.
21. Number of spans of bridges of 25 feet and upwards,		None.
22. Number of iron bridges (aggregate length,),		None.
23. Number of wooden bridges (aggregate length, about 130 feet),		6
24. BRIDGES BUILT WITHIN THE YEAR.		
[None.]		
25. Number of crossings of highways at grade,		16
26. Number of crossings of highways over railroad,		None.
27. Number of crossings of highways under railroad,		None.
28. Number of highway bridges 18 feet above track,		None.
29. Number of highway bridges less than 18 feet above track,		None.
30. Number of crossings at which gates or flagmen are maintained,		None.
31. Number of crossings at which there are neither gates nor flagmen,		16
32. Number of railroad crossings at grade,		None.
33. Number of railroad crossings over other railroads,		None.
34. Number of railroad crossings under other railroads,		None.
ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.		
35. Name, description and length of each,	None.	
36. Total length of above roads,		None.
37. Total length of above roads in Massachusetts,	None.	
38. Total length of above roads in other States, specifying each,	None.	
39. Total miles of road operated by this company,		16
40. Total miles of road operated by this company in Massachusetts,		2 3-10
41. Number of stations on all roads operated by this company,		4
42. Same in Massachusetts,		1

Rolling Stock.		Total number.	Per mile of road operated.
1. Locomotives (average weight of engines in working order, 24 tons),		2	
2. Tenders (average weight of tenders full of fuel and water, 4 tons),		2	
[Average joint weight of engines and tenders, 28 tons.]			
3. Snow-plows (average weight, 500 lbs.),		1	
4. Passenger cars (average weight, 4 tons),		1	
5. Mail and baggage cars (average weight, 3 tons),		1	
6. 8-wheel box freight cars (av'ge weight,)		None.	
7. 4-wheel box freight cars (av'ge weight,)		None.	
8. 8-wheel platform cars (av'ge weight, 3 tons),		4	
9. 4-wheel platform cars (average weight,)		None.	
10. Other cars (coal, gravel, &c.),		None.	
11. Total freight cars, including coal, &c., on a basis of 8 wheels,		4	
12. Number of locomotives equipped with train brakes,			None.
(Kind of brake, Common shaft and chain.)			
13. Number of cars equipped with train brakes,			None.
(Kind of brake, Common shaft and chain.)			
14. Number of passenger cars in proportion to passengers carried one mile,		-	-
Mileage, Traffic, &c.			
1. Miles run by passenger trains,			22,200
2. Rate of speed of express passenger trains, including stops,		None.	
3. Rate of speed of accommodation trains, including stops,			18 miles per hour.
4. Miles run by freight trains,	{	No freight trains. Freight run on passenger trains.	
5. Rate of speed of freight trains, including stops,		-	-
6. Miles run by other trains, and for what purposes [gravelling, mostly],			500
7. Total train miles run,			22,700
8. Number of through passengers (whole length of road),	{	Our records of these items were burned with the Peterboro' depot.	
9. Number of local passengers (over part of road)			
10. Total number of passengers carried,			
11. Total passenger mileage, or passengers carried one mile,			
12. Passenger mileage to and from other roads,			5½ cents.
13. Number of tons carried,			
14. Total freight mileage, or tons carried one mile,			
15. Freight mileage to and from other roads,			4½ cents.
16. Average rate of fare per mile (not including season tickets) received from passengers on roads occupied by this company,			
17. Average rate of fare per mile received from passengers to and from other roads,*			
18. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket,		-	-
Average rate of fare per mile for all passengers,			5 cents.
19. Average rate of freight per ton per mile on roads operated by this company,			10 cents.
20. Average rate of freight per ton per mile to and from other roads,*			6 cents.
21. Average number of cars in passenger trains, including baggage cars,		-	-

* After deducting all allowances for tolls, or use of cars, &c.

22. Average number of cars in freight trains (basis of 8 wheels),	-	-
23. Average weight of passenger trains, including locomotive and tender, in working order,		70 tons.
24. Average weight of freight trains, including locomotive and tender, in working order,	-	-
25. Number of persons regularly employed by company, including officials,	-	-

Classification of Business.

PASSENGERS.

1. Passengers coming from other States,§	-
2. Passengers going to other States,§	-
3. Passengers travelling only within this State,	-
4. Total season-ticket passengers (round trip),	-
5. Passengers to Boston (including season),|| . . . . .	-
6. Passengers from Boston (including season),|| . . . . .	-
7. Season-ticket passengers to and from Boston (one round trip daily),|| . . . . .	-

FREIGHT, IN TONS.

[No record of different articles kept.]

Expenditures Charged to Capital Account during the Year.

[Nothing.]

Expenditures on Operating Account for the Year.

MAINTENANCE OF WAY AND BUILDINGS.

1. Repairs of road, exclusive of bridges and new rails,*	\$8,793 60
2. New iron rails, deducting old rails sold (number of miles, , weight per yard),*	-
3. Steel rails (number of miles , weight per yard),	-
4. Repairs of bridges,	-
5. Repairs of buildings and fixtures,	190 34
6. Repairs of fences, road crossings and signs,	-
7. Removing ice and snow,	-
8. Other expenses,	222 25
9. Total for maintenance of way and buildings,	9,206 19
10. Per mile of road kept in repair,	-
11. Per mile of single track kept in repair, not including sidings,	-
12. Of the above total there was expended for other than ordinary repairs,	-

TRAFFIC EXPENSES.

13. Repairs of locomotives and snow-plows,†	369 86
14. New locomotives and snow-plows,†	-
15. Repairs of machine-shops and machinery,†	-
16. New machine-shops and machinery,†	-
17. Repairs of passenger, baggage and mail cars,†	119 74
18. New passenger, baggage and mail cars,†	-
19. Repairs of freight and other cars,†	139 79
20. New freight and other cars,†	-
21. Fuel—number of cords of wood, ; cost,‡	6,218 70
22. Fuel—number of tons of coal, ; cost,‡	-
23. Oil and waste,‡	394 04
24. Amount paid other corporations or individuals not operating railroads, for use of cars, and for repairs of same,	-

*Including labor and materials in new sidings. †For cars and engines.

‡To include oil, fuel, clerks, watchmen, and incidentals about shops.

§ Apply only to roads crossing the State line. || Apply only to the roads terminating in Boston

25. Salaries, wages and incidentals, chargeable to passenger department,	\$4,326 38
26. Salaries, wages and incidentals, chargeable to freight department,	3,890 79
27. Wages of switchmen, gate-keepers, signal-men, and watchmen, unless included above,	38 50
28. Gratuities and damages, passenger account,	-
29. Gratuities and damages, freight account [all fire damages],	1,387 84
30. Other expenditures,	1,051 38
31. <i>Total of traffic expenses</i> ,	17,937 02
32. Per mile of road operated,	1,696 45
33. Per mile of single track operated, not including sidings,	-

MISCELLANEOUS.

34. Amount paid other companies as rent for use of road, specifying each company and amount,	} Included in items above.	
35. Telegraph expenses,		
36. United States taxes and stamps,		
37. State taxes,		
38. Local taxes,		
39. Insurance, loss by fire, and damages paid for fires set by engines,		
40. General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the foregoing items,		
41. <i>Total miscellaneous</i> ,		
42. TOTAL EXPENDITURES FOR OPERATING THE ROAD,		27,143 21
43. Per mile of the road operated [see No. 32, above],		-
44. Per mile of single track operated, not including sidings,		-
45. Per train mile,		-
46. Proportion for Massachusetts,		3,392 90
47. Percentage of expenditures to income, . . . . .		.9416+

Revenue for the Year.

1. Receipts from local passengers on roads operated by this company,	} \$14,647 06	
2. Receipts from passengers from and to other roads over roads operated by this company,		
3. Receipts from passengers over other roads as tolls, or for use of cars of this company,		None.
4. Receipts from local freight on roads operated by this company,	} 12,380 62	
5. Receipts from freight from and to other roads over roads operated by this company,		
6. Receipts from freight over other roads as tolls, or for use of cars of this company,		-
7. Receipts for express		998 74
8. Receipts for mails,		800 00
9. Receipts as rents for use of road and equipment, when leased,		-
10. Receipts as rents for use of property other than above,		-
11. <i>Total earnings</i> ,		28,826 42
12. Per mile of road operated,		1,801 65
13. Per mile of road operated,—computed as single track, not including sidings,		-
14. Per train mile,		-
15. Proportion for Massachusetts,		3,603 30
16. Income from other roads,		-
17. Income from all other sources,*		-
18. <i>TOTAL INCOME</i> ,		28,826 42
19. Percentage of income to capital stock and debt,		-
20. Percentage of income to total means applied to construction, equipment, &c.,		-

Net Income, Dividends, &c.	
1. Total net income above operating expenses,	\$1,683 21
2. Percentage of net income to capital stock and debt,	-
3. Percentage of net income to total means applied to construction, equipment, &c.,	-
4. Paid for interest [interest for the last fiscal year paid on construction account, to balance extra outlay on road-bed],	-
5. Paid in dividends per cent. for the year,	-
6. Paid to sinking funds,	-
7. Balance for the year or surplus,	1,683 21
8. Surplus at commencement of the year,	-
9. Total surplus,	-
10. Invested as follows:—	
Cash and loans [on hand],	1,683 21
Balance of accounts due from other roads,	-
Other uncollected accounts,	-
Materials for repairs,	-
Fuel and stores,	-
Any other items,	-
[In addition to the surplus of \$1,683.21, the company have on hand and paid for, \$3,500 worth of fuel.]	

OCTOBER 1, 1872.

BALANCE SHEET, CONSTRUCTION ACCOUNT, FROM TREASURER'S LEDGER.

Assets.

Paid construction of road-bed, bridges and superstructure,	\$300,510 49
land damages,	13,269 54
real estate,	9,031 13
fencing,	4,828 49
depots, engine-house and wood-shed,	12,990 03
rolling stock, cars and locomotives,	24,120 04
interest,	10,526 31
profit and loss account,	30 00
insurance,	553 67
surveys, &c., Peterboro' & H. R. R. Co.,	317 61
incidentals, salaries, law expenses, &c.,	7,924 35
stage property,	800 00
Monadnock R. R. stock, 10 shares,	900 00
	<hr/>
	\$385,801 66
Balance notes, bonds and cash on hand,	12,530 57
	<hr/>
	\$398,332 23

Liabilities.

Received from stock,	\$197,057 23
Received from gratuities,	74,100 00
Bonds outstanding,	29,500 00
Bills payable, notes,	97,675 00
	<hr/>
	\$398,332 23

General Balance Sheet at last Closing of Accounts.

Income and expenditures from operating the road during the year ending September 30, 1872.

TREASURER'S BALANCE SHEET.

Expenditures.

For passenger department,	\$4,326 38
freight department,	3,890 79
fuel (wood),	6,218 70
oil,	340 49
waste,	53 55
repairs and improvement of road,	8,793 60
repairs of locomotives,	369 86
repairs of passenger cars,	119 74
repairs of freight cars,	139 79
repairs of station buildings,	190 34
fire damages,	1,387 84
taxes, state and local,	222 25
watchman,	38 50
miscellaneous,	1,051 30
balance net income, cash on hand,	1,683 23
	<hr/>
	\$28,826 42

Receipts.

From passengers,	\$14,647 06
freight,	12,380 62
express,	998 74
mail service,	800 00
	<hr/>
	\$28,826 42

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCON- DUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . .	—	—	—	—	—	—
Employés, . . .	—	—	—	1	—	1
Others, . . .	—	—	—	—	—	—

Statement of each Accident.

Brakeman slightly injured while shackling cars. Caused by his own carelessness.

Name and Residence of Officers.

Jonas Livingston, *President*, Peterborough, N. H. *Directors*.—Henry K. French, Peterborough, N. H.; Oscar H. Brady, East Jaffrey, N. H.; Peter Upton, East Jaffrey, N. H.; J. H. Fairbanks, Winchendon, Mass.; H. A. Blood, Winchendon, Mass.; Willis Phelps, Springfield, Mass. C. A. Parks, *Clerk and Treasurer*, East Jaffrey, N. H.

Proper Address for the Company.

MONADNOCK RAILROAD COMPANY, PETERBOROUGH, N. H.,

OR,

MONADNOCK RAILROAD COMPANY, EAST JAFFREY, N. H.

J. LIVINGSTON,
O. H. BRADY,
H. A. BLOOD,
J. H. FAIRBANKS,
HENRY K. FRENCH,
P. UPTON,
WILLIS PHELPS,

Directors of the Monadnock Railroad Company.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, SS. November 19, 1872. Then personally appeared Jonas Livingston, John H. Fairbanks, Oscar H. Brady, Henry K. French, Hiram A. Blood, Peter Upton and Willis Phelps, and severally made oath to the truth of the foregoing statement by them subscribed.

TIMO. K. AMES, *Justice of the Peace.*

REPORT

OF THE

NASHUA, ACTON AND BOSTON RAILROAD COMPANY,*

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts.

1. Capital stock authorized by charter,	\$600,000 00
2. Capital stock authorized by votes of company,	300,000 00
3. Capital stock paid in (number of shares, 1,629),	162,900 00
4. Capital stock issued,	159,900 00
5. Capital stock paid in per mile of road owned by company,	8,145 00
6. Capital stock paid in, proportion for Massachusetts,	- -
7. Par value of shares,	100 00
8. Funded debt as follows:—	
135 bonds, due Aug. 1, 1892, rate of interest, 7 per cent.,	\$135,000 00
2d mortgage bonds, due, rate of interest	- -
3d mortgage bonds, due, rate of interest	- -
9. Total amount of funded debt,	135,000 00
10. Unfunded debt, incurred for construction, equipment or purchase of property,	151,515 77
11. Debt incurred for any other purpose, and for what,	- -
12. Total amount of debt,	286,515 77
13. Proportion of debt for Massachusetts,	175,362 40
14. Proportion of debt per mile of road,	11,690 82
15. Total cash realized from capital and debt,	449,415 77
16. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property,	- -
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,	449,415 77
18. Proportion of above for Massachusetts,	- -
19. Number of stockholders,	132
20. Amount of stock held in Massachusetts,	1,161
21. Number of stockholders in Massachusetts,	58

Cost of Road, Equipment and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.

1. Grading and masonry,	\$167,060 78
2. Bridging,	- -
3. Superstructure, including rails,	186,806 99
4. Land, land damages and fences,	32,671 88
5. Passenger and freight stations, wood-sheds and water stations,	- -

* In process of construction.

6. Engine-houses, car-sheds and turn-tables,	-	-
7. Interest paid during construction, discount, &c.	\$613 64	
8. Engineering, agencies, salaries and other expenses during construction,	11,637 48	
9. <i>Total expended for construction</i> ,		\$398,790 77
10. Average cost of construction per mile of road built by company,	-	-
11. Same per mile of single track built by company, not including sidings,	-	-
12. Proportion of cost of construction for Massachusetts,	-	-
[The road is in process of construction.]		
EQUIPMENT.		
13. Locomotives and snow-plows,	-	-
14. Passenger, mail and baggage cars,	200 00	
15. Freight and other cars,	50,425 00	
16. Machine-shops, machinery and tools,	-	-
17. <i>Total for equipment</i> ,		50,625 00
18. Average cost of equipment <i>per mile of road operated</i> by company,	-	-
19. Proportion for Massachusetts,	-	-
PROPERTY PURCHASED.		
[None.]		
27. Property in Massachusetts (including proportion of equipment),	-	-
28. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		449,415 77
29. Proportion for Massachusetts,	-	-
30. Amount of sinking and contingent funds,	-	-
Description of Road.		
1. Length of main line of road from Acton to Nashua,		19.87 miles.
Length of main line of road in Massachusetts, [In other States, specifying each] New Hampshire,	15.07	
	4.80	
2. Length of line with track laid, if road is not completed,	-	-
21. Number of spans of bridges of 25 feet and upwards,		2
22. Number of iron bridges (aggregate length, 110 feet),		5
23. Number of wooden bridges (aggregate length, feet),		None.
25. Number of crossings of highways at grade,		14
26. Number of crossings of highways over railroad,		3
27. Number of crossings of highways under railroad,		1
28. Number of highway bridges 18 feet above track,		3
29. Number of highway bridges less than 18 feet above track,		None.
30. Number of crossings at which gates or flagmen are maintained,	-	-
31. Number of crossings at which there are neither gates nor flagmen,	-	-
32. Number of railroad crossings at grade,	-	-
33. Number of railroad crossings over other railroads,		1
34. Number of railroad crossings under other railroads,	-	-
Rolling Stock [&c].		
[The road is unfinished, and not in operation.]		

Name and Residence of Officers.

Peter B. Brigham, *President*, Boston, Mass.; E. H. Spalding, *Vice-President*, Nashua, N. H.; James T. Burnap, *Superintendent*, Nashua, N. H.; Charles A. Putnam, *Treasurer*, Boston, Mass.; John B. Goodrich, *Clerk*, Newton, Mass.

Proper Address for the Company.

NASHUA, ACTON AND BOSTON RAILROAD COMPANY,—
President, Treasurer and Clerk.—BOSTON.
Vice President and Superintendent.—NASHUA, N. H.

E. H. SPALDING,
C. V. DEARBORN,
JAMES T. BURNAP,
HENRY PARKINSON,
JOSEPH B. CLARK,
CHAS. C. PEARSON,
BENJ. SAUNDERS,

Directors of the Nashua, Acton and Boston Railroad Corporation.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. November 4, 1872. Then personally appeared Joseph B. Clark, and made oath to the truth of the foregoing statement by him signed.

GEORGE W. RIDDLE, *Justice of the Peace.*

STATE OF NEW HAMPSHIRE.

MERRIMACK, ss. November 4, 1872. Then personally appeared Charles C. Pearson, and made oath to the truth of the foregoing statement by him subscribed.

J. E. LANG, *Justice of the Peace.*

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. November 4, 1872. Then personally appeared E. H. Spalding, C. V. Dearborn, James T. Burnap and Henry Parkinson, and severally made oath to the truth of the foregoing statement by them subscribed.

J. A. SPALDING, *Justice of the Peace.*

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. NASHUA, November 5, 1872. Then personally appeared Benjamin Saunders, and acknowledged the foregoing statement by him subscribed to be true, to the best of his knowledge and belief.

L. FARNSWORTH, *Justice of the Peace.*

R E P O R T

OF THE

NASHUA AND LOWELL RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts.

1. Capital stock authorized by charter,	\$800,000 00
2. Capital stock authorized by votes of company,	800,000 00
3. Capital stock paid in (number of shares, 8,000),	800,000 00
4. Capital stock issued [8,000 shares],	800,000 00
5. Capital stock paid in per mile of road owned by company,	55,172 41
6. Capital stock paid in, proportion for Massachusetts,	510,344 85
7. Par value of shares,	100 00
8. Funded debt as follows:—	
1st mortgage bonds, due rate of interest,	} Nothing.
2d mortgage bonds, due rate of interest,	
3d mortgage bonds, due rate of interest,	
9. Total amount of funded debt,	
10. Unfunded debt, incurred for construction, equipment or purchase of property,	48,825 00
11. Debt incurred for any other purpose, and for what,	No other purpose.
12. Total amount of debt,	48,825 00
13. Proportion of debt for Massachusetts,	31,146 97
14. Proportion of debt per mile of road,	3,367 24
15. Total cash realized from capital and debt,	\$848,825 00
16. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property,	122,766 19
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,	971,591 19
18. Proportion of above for Massachusetts,	619,810 24
19. Number of stockholders,	540
20. Amount of stock held in Massachusetts,	416,400 00
21. Number of stockholders in Massachusetts,	244

Cost of Road, Equipment and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.

[Wharf property in Charlestown, Mass.,]	\$91,295 36
1. Grading and masonry,	147,339 28
2. Bridging,	11,905 35
3. Superstructure, including rails,	267,582 39
4. Land, land damages and fences,	99,259 20
5. Passenger and freight stations, wood-sheds and water stations,	70,700 00

6. Engine-houses, car-sheds and turn-tables,	\$41,065 05	
7. Interest paid during construction, discount, &c.	None.	
8. Engineering, agencies, salaries and other expenses during construction,	22,510 62	
9. <i>Total expended for construction</i> ,		\$751,657 28
10. Average cost of construction per mile of road built by company [double track],		51,838 43
11. Same per mile of single track built by company, not including sidings,	-	-
12. Proportion of cost of construction for Massachusetts,		479,505 47

EQUIPMENT.

13. Locomotives and snow-plows,	65,000 00	
14. Passenger, mail and baggage cars,	25,000 00	
15. Freight and other cars,	54,406 16	
16. Machine-shops, machinery and tools [included in the foregoing items],	-	-
17. <i>Total for equipment</i> ,		144,406 16
18. Average cost of equipment <i>per mile of road operated</i> by company,		9,959 05
19. Proportion for Massachusetts,		92,121 21
[Stock of fuel and working materials on hand],		75,527 75

PROPERTY PURCHASED.

20. branch, original cost,	} None purchased.	
21. purchased for , shares,		
22. Bonds of road, nominal amount,		
23. Steamboat , nominal amount		
24. Lands in not necessary for operation of road,		None.
25. Other property purchased,	-	-
26. <i>Total property purchased</i> ,		None.
27. Property in Massachusetts (including proportion of equipment) [Charlestown wharf property, as above],	-	-
28. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		971,591 19
29. Proportion for Massachusetts,		619,810 24
30. Amount of sinking and contingent funds [less working materials],		52,129 97

Description of Road

1. Length of main line of road from Nashua to Lowell,	14½ miles.
Length of main line of road in Massachusetts,	9.25 miles.
In other States, specifying each [New Hampshire],	5.25 miles.
2. Length of line with track laid, if road is not completed,	
3. Length of double track on main line,	14½ miles.
4. Branches owned by company. Name and description of each single or double track, length,	None.
5. Total length of branches owned by company,	None.
6. Total length of branches owned by company in Massachusetts,	None.
7. Total length of branches owned by company in other States, specifying each,	None.
8. Length of double track on branches,	None.

9. Total length of road belonging to this company,	14½ miles.
10. Aggregate length of sidings and other tracks not above enumerated,	4 miles.
11. Same in Massachusetts,	3 miles.
12. Aggregate length of tracks belonging to this company, computed as single track,	33 miles.
13. Same in Massachusetts,	21½ miles.
14. Total length of steel rails in tracks belonging to this company,	None.
[Weights per yard,	
15. Total length of steel-top rails in tracks belonging to this company,	None.
[Weights per yard,	
16. Miles of telegraph on line of road,	14½ miles.
17. Miles of telegraph owned by this company,	None.
18. Number of telegraph offices in company's stations,	Three.
19. Number of telegraph stations operated by this company,	Two.
20. Number of telegraph stations operated jointly by railroad and telegraph company,	One.
21. Number of spans of bridges of 25 feet and upwards,	10
22. Number of iron bridges (aggr'te length, 140 ft.),	1
23. Number of wooden bridges (aggr'te length, 580 feet),	4
24. BRIDGES BUILT WITHIN THE YEAR. [None built since last report.]	
25. Number of crossings of highways at grade,	9
26. Number of crossings of highways over railroad,	1
27. Number of crossings of highways under railroad,	None.
28. Number of highway bridges 18 feet above track,	None.
29. Number of highway bridges less than 18 feet above track,	1
30. Number of crossings at which gates or flagmen are maintained,	7
31. Number of crossings at which there are neither gates nor flagmen,	2
32. Number of railroad crossings at grade,	1
33. Number of railroad crossings over other railroads,	None.
34. Number of railroad crossings under other railroads,	None.
ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.	
35. Name, description and length of each— [Wilton R. R., from Nashua to Wilton, N. H.], [Stony Brook R. R., from North Chelmsford to Ayer, Mass.],	15.50 miles.
36. Total length of above roads,	13.16 miles.
37. Total length of above roads in Massachusetts,	28.66 miles.
38. Total length of above roads in other States, specifying each [Wilton R. R. in New Hampshire],	13.16 miles.
39. Total miles of road operated by this company,	15.50 miles.
40. Total miles of road operated by this company in Massachusetts,	43.16 miles.
41. Number of stations on all roads operated by this company,	22.41 miles.
42. Same in Massachusetts,	18
	13

Rolling Stock.

	Total number.	Per mile of road operated.
1. Locomotives (average weight of engines in working order, 52,650 lbs),	17	.395
2. Tenders (average weight of tenders full of fuel and water, 40,000 lbs), (Average joint weight of engines and tenders, 92,650 lbs.)	17	
3. Snow-plows (average weight, 225 lbs),	13	
4. Passenger cars (average weight, 32,300 lbs),	21	.49
5. Mail and baggage cars (av'ge weight, 29,000 lbs),	8	.18
6. 8-wheel box freight cars (av'ge weight, 16,700 lbs.),	35	
7. 4-wheel box freight cars (av. weight, 9,550 lbs.),	115	
8. 8-wheel platform cars (av. weight, 15,475 lbs.),	41	
9. 4-wheel platform cars (av. weight, 5,300 lbs.),	92	
10. Other cars (coal, gravel, &c.),	139	
11. Total freight cars, including coal, &c., on a basis of 8 wheels,	422	9.81
12. Number of locomotives equipped with train brakes, (Kind of brake,)		None.
13. Number of cars equipped with train brakes, (Kind of brake,)		None.
14. Number of passenger cars in proportion to passengers carried one mile,	1 to 675,688.	

Mileage, Traffic, &c.

1. Miles run by passenger trains,	174,161
2. Rate of speed of express passenger trains, including stops,	30 miles per hour.
3. Rate of speed of accommodation trains, including stops,	25 miles per hour.
4. Miles run by freight trains,	159,193
5. Rate of speed of freight trains, including stops,	10 miles per hour.
6. Miles run by other trains, and for what purposes,	Included above.
7. Total train miles run,	333,354
8. Number of through passengers (whole length of road),	188,237
9. Number of local passengers (over part of road),	687,710
10. Total number of passengers carried,	875,947
11. Total passenger mileage, or passengers carried one mile,	11,486,699
12. Passenger mileage to and from other roads,	2,223,218
13. Number of tons carried,	287,875
14. Total freight mileage, or tons carried one mile,	7,931,351
15. Freight mileage to and from other roads,	4,713,957
16. Average rate of fare per mile (not including season tickets) received from passengers on roads operated by this company,	2.746 cents.
17. Average rate of fare per mile received from passengers to and from other roads,*	1.97 cents.
18. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket, . . . . .	.99 cent.
Average rate of fare per mile for all passengers,	1.902 cents.
19. Average rate of freight per ton per mile on roads operated by this company,	3.900 cents.
20. Average rate of freight per ton per mile to and from other roads,*	2.760 cents.
21. Average number of cars in passenger trains, including baggage cars,	6

* After deducting all allowances for tolls, or use of cars, &c.

22. Average number of cars in freight trains (basis of 8 wheels),	25
23. Average weight of passenger trains, including locomotive and tender, in working order,	286,450 lbs.
24. Average weight of freight trains, including locomotive and tender, in working order,	494,225 lbs.
25. Number of persons regularly employed by company, including officials,	295

Classification of Business.

PASSENGERS.

1. Passengers coming from other States,*	51,733
2. Passengers going to other States,*	49,344
3. Passengers travelling only within this State,	774,870
4. Total season-ticket passengers (round trip),	139,427
5. Passengers to Boston (including season),†	‡323,496
6. Passengers from Boston (including season),†	‡322,427
7. Season-ticket passengers to and from Boston (one round trip daily),†	‡123,556

FREIGHT, IN TONS. §

	Brought from other States.	Carried to other States.	Carried within this State only.	Taken from Boston.†	Carried to Boston.†
1. Anthracite coal,	2.3	2,454.6	34,394.1	10,033.7	1.6
2. Bituminous coal,	2.1	553.8	5,814.2	2,812.7	-
3. Petroleum,	-	296.5	88.6	386.7	-
4. Railroad iron, including steel and steel-capped rails,	172.5	252.6	375.6	581.9	61.5
5. Castings and other iron,	776.8	4,673.1	4,086.8	7,651.5	628
6. Other metals,	8.7	863.8	157.5	967	8.6
7. Iron and other ores,	411	440.5	345.5	1	494
8. Stone and brick,	5,169.6	416.9	7,328	485.1	1,694.1
9. Lime, cement and sand,	367	518.7	3,420	2,256.9	52.6
10. Lumber,	17,916.1	680	5,209.1	2,830.8	1,266.8
11. Ice,	-	-	24,732	-	24,731.8
12. Live stock,	4,049.5	223.4	144.3	215.6	483
13. Dressed carcasses, smoked and salted meats,	808.6	203	249.5	434.3	752.6
14. Flour,	3,670.5	253.9	1,108	1,090.3	2,314.2
15. Grain,	8,478	57.8	2,096	432.2	5,307.2
16. Other agricultural products,	14,495.7	524.9	1,762.9	1,329	11,348.1
17. Manufactures not included above,|| . . . . .	12,757.4	5,982.3	8,655	1,977.3	14,802.5
18. Merchandise,|| . . . . .	6,503.9	10,680.6	14,626.7	12,959.5	3,014.5
19. Other articles,	15,125	23,620.7	29,857.4	34,973.3	17,831.2
20. Total tons carried,	90,714.7	52,709.1	144,451	81,418.8	85,292.3

* Apply only to roads crossing the State line.

† Apply only to the roads terminating in Boston.

‡ These items more properly should be included in the return of the Boston & Lowell R. R., and should not be apportioned like the other business between the two roads. To show the whole number of passengers carried to and from Boston by the Boston & Lowell R. R., the numbers here given should be added to those given in the report of the latter road. [Com.

§ The freight given above is 31 per cent. of an undivisible business done under a joint contract with the Boston & Lowell R. R. Co.

|| Manufactured articles starting from the place of manufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depot for sale, they become a part of the general merchandise of the place, and on any second transit are to be reckoned under the second head.

Expenditures Charged to Capital Account during the Year.	
1. Main line, extension or alteration of road,	Nothing.
2. Branches, extension or alteration of road, specifying each, .	Nothing.
3. Double track extension,	Nothing.
4. Land,	\$6,062 25
5. Passenger and freight stations, wood-sheds and water sta- tions,	Nothing.
6. Engine-houses, car-sheds, and turn-tables,	Nothing.
7. New locomotives and snow-plows,	12,000 00
8. New passenger cars,	4,000 00
9. New mail and baggage cars,	1,700 00
10. New freight cars,	13,300 00
11. Machine-shops, machinery and tools,	Nothing.
12. Purchase of other roads, specifying what,	Nothing.
13. Subscriptions or loans to other roads, specifying what, . .	Nothing.
14. Any other expenditures charged to capital account [wharf at Charlestown],	15,500 00
15. TOTAL,	52,562 25
Expenditures on Operating Account for the Year.	
MAINTENANCE OF WAY AND BUILDINGS.	
1. Repairs of road, exclusive of bridges and new rails,* . . .	\$65,294 81
2. New iron rails, deducting old rails sold (number of miles weight per yard 60 lbs.),*	20,814 98
3. Steel rails (number of miles weight per yard,)	-
4. Repairs of bridges,	16,400 86
5. Repairs of buildings and fixtures,	20,332 37
6. Repairs of fences, road crossings, and signs,	3,310 00
7. Removing ice and snow,	439 82
8. Other expenses [improvements of way and renewals of buildings],	15,000 00
9. Total for maintenance of way and buildings,	141,592 84
10. Per mile of road kept in repair [double and single], . . .	3,630 59
11. Per mile of single track kept in repair, not including sidings,	Incl'd above.
12. Of the above total there was expended for other than ordi- nary repairs,	15,000 00
TRAFFIC EXPENSES.	
[Fuel for sundry purposes,]	2,285 67
13. Repairs of locomotives and snow-plows,†	24,100 78
14. New locomotives and snow-plows,†	Nothing.
15. Repairs of machine-shops and machinery,†	{ Included in repairs of build'gs & fixtures.
16. New machine-shops and machinery,†	
17. Repairs of passenger, baggage and mail cars,†	13,358 95
18. New passenger, baggage and mail cars,†	4,030 00
19. Repairs of freight and other cars,†	15,463 40
20. New freight and other cars,†	6,200 00
21. Fuel—number of cords of wood, 4,337; cost,†	24,648 31
22. Fuel—number of tons of coal, 3,612; cost,†	29,262 33
23. Oil and waste,†	9,495 25
24. Amount paid other corporations or individuals not operating railroads, for use of cars, and for repairs of same,	Incl'd above.
25. Salaries, wages, and incidentals, chargeable to passenger department,	44,640 69
26. Salaries, wages and incidentals, chargeable to freight depart- ment,	66,961 03
27. Wages of switchmen, gate-keepers, signal-men, and watch- men, unless included above,	10,961 20

* Including labor and materials in new sidings.

† To include oil, fuel, clerks, watchmen and incidentals about shops.

‡ For cars and engines.

28. Gratuities and damages, passenger account,	\$9,300 00
29. Gratuities and damages, freight account,	2,174 29
30. Other expenditures,	3,520 84
31. <i>Total of traffic expenses,</i>	266,402 74
32. Per mile of road operated [jointly with roads leased by the Boston & Lowell R. R.],	6,830 84
33. Per mile of single track operated, not including sidings [answered in No. 32],	-

MISCELLANEOUS.

[Sundry payments during the year, chargeable to rents],	15,390 26
34. Amount paid other companies as rent for use of road, specifying each company and amount [Wilton R. R., \$14,104.00; Stony Brook R. R., \$6,946.31; Salem & Lowell R. R., \$5,425.00; Lowell & Lawrence R. R., \$6,751.80; Lexington & Arlington R. R., \$5,717.43],	38,944 54
35. Telegraph expenses,	233 00
36. United States taxes and stamps,	1,831 73
37. State taxes [New Hampshire, \$7,266.67; Massachusetts, \$8,223.94],	15,490 61
38. Local taxes,	4,893 24
39. Insurance, loss by fire, and damages paid for fires set by engines,	2,831 66
40. General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the foregoing items,	13,374 45
41. <i>Total miscellaneous,</i>	92,989 49
42. TOTAL EXPENDITURES FOR OPERATING THE ROAD,	500,985 07
43. Per mile of the road operated [double and single],	11,847 19
44. Per mile of single track operated, not including sidings,	-
45. Per train mile,	About 1 39
46. Proportion for Massachusetts,	225,096 75
47. Percentage of expenditures to income,	{ About 78 per cent.

Revenue for the Year.

1. Receipts from local passengers on roads operated by this company,	\$208,724 38
2. Receipts from passengers from and to other roads over roads operated by this company,	39,990 00
3. Receipts from passengers over other roads as tolls, or for use of cars of this company,	Nothing.
4. Receipts from local freight on roads operated by this company,	208,115 14
5. Receipts from freight from and to other roads over roads operated by this company,	111,972 00
6. Receipts from freight over other roads as tolls, or for use of cars of this company,	Nothing.
7. Receipts for express,	9,584 89
8. Receipts for mails,	2,962 29
9. Receipts as rents for use of road and equipment, when leased,	Nothing.
10. Receipts as rents for use of property other than above [interest],	6,550 11
11. Total earnings,	587,898 81
12. Per mile of road operated [double and single],	16,072 91
13. Per mile of road operated,—computed as single track, not including sidings,	-
14. Per train mile,	About 1 88
15. Proportion for Massachusetts,	321,458 20
16. Income from other roads,	-
17. Income from all other sources,	-
18. TOTAL INCOME,	587,898 81
19. Percentage of income to capital stock and debt,	69.2 per ct.

20. Percentage of income to total means applied to construction, equipment, &c.,	-
Net Income, Dividends, &c.	
1. Total net income above operating expenses,	\$86,913 74
2. Percentage of net income to capital stock and debt,	About 9.76
3. Percentage of net income to total means applied to construction, equipment, &c.,	Nothing.
4. Paid for interest,	Nothing.
5. Paid in dividends 10 per cent for the year,	80,000 00
6. Paid to sinking funds,	Nothing.
7. Balance for the year or surplus,	6,913 74
8. Surplus at commencement of the year,	120,743 98
9. Total surplus,	127,657 72
10. Invested as follows:—	
Cash and loans [available for payment of debt],	52,129 97
Balance of accounts due from other roads,	Nothing.
Other uncollected accounts,	} 75,527 75
Materials for repairs,	
Fuel and stores,	
Any other items,	
	-

General Balance Sheet at last Closing of Accounts.

DR.	
Road-bed and real estate,	\$343,616 14
Superstructure,	161,418 48
Buildings and bridges,	119,265 05
Engines,	53,000 00
Passenger cars,	19,300 00
Merchandise cars,	41,106 16
Grading track at Tyngsboro',	30,000 00
Mystic River quay,	91,295 36
Real estate,	6,062 25
New equipment,	31,000 00
Boston, Lowell & Nashua Railroads,	75,527 75
Notes receivable,	7,500 00
Indian Head and National Bank,	37,853 16
Ogden & Lake C. R. R. Bonds,	33,000 00
C. E. A. Bartlett, Cashier,	660 00
Cash,	29,401 20
	<hr/>
	\$1,080,005 55
CR.	
Capital stock,	\$800,000 00
Suspense account,	17,705 83
Renewal account,	45,000 00
Boston & Lowell Railroad,	48,825 00
Unclaimed dividend,	817 00
Dividend No. 68,	40,000 00
Contingent fund,	127,657 72
	<hr/>
	\$1,080,005 55

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCON- DUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . .	—	—	—	—	—	—
Employés, . . .	—	—	—	1	—	1
Others, . . .	—	—	2	2	2	2

Statement of each Accident.

October 13, 1871.—A boy named Wm. B. Huckins, while playing on the track, was run over by a freight train in Lowell, and killed.

May 14, 1872.—Charles Hanson and Lewis C. Hibbs, while driving over the track at School Street in Lowell, were struck by a passing train and injured.

May 25.—Samuel Richardson was run over and killed by a freight train in Lowell.

June 27.—John Mackey was injured by falling from a train in motion in Lowell.

Name and Residence of Officers.

Directors.—F. B. Crowinshield, Boston, Mass.; D. S. Richardson, Lowell, Mass.; Henry Sigourney, Boston, Mass.; Onslow Stearns, Concord, N. H.; Edward Spalding, Nashua, N. H. F. B. Crowinshield, *President*, Boston, Mass.; Geo. Stark, *Manager*, Nashua, N. H.; John B. Winslow, *Superintendent*, Boston, Mass.; T. H. Wood, *Treasurer*, Nashua, N. H.

Proper Address for the Company.

NASHUA AND LOWELL RAILROAD CORPORATION, NASHUA, N. H.

F. B. CROWNINSHIELD,
HENRY SIGOURNEY,
EDWARD SPALDING,

Directors of the Nashua and Lowell Railroad Company.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. November 20, 1872. Then personally appeared Edward Spalding, and made oath that the above return by him subscribed is true, according to his best knowledge and belief. Before me,

THEODORE H. WOOD, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 20, 1872. Then personally appeared F. B. Crowninshield and Henry Sigourney, and made oath that the foregoing statement by them subscribed is true, to the best of their knowledge and belief.

C. E. A. BARTLETT, *Justice of the Peace.*

REPORT

OF THE

NEW BEDFORD AND TAUNTON RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts.

1. Capital stock authorized by charter,	\$800,000 00
2. Capital stock authorized by votes of company,	800,000 00
3. Capital stock paid in, number of shares, 5,000,	500,000 00
4. Capital stock issued,	500,000 00
5. Capital stock paid in per mile of road owned by company,	13,888 88
6. Capital stock paid in, proportion for Massachusetts,	13,888 88
7. Par value of shares,	100 00
8. Funded debt as follows:—	
[Bonds due July 1, 1881, rate of interest, 6 per cent.,]	\$171,500 00
1st mortgage bonds, due, rate of interest,	— —
2d mortgage bonds, due, rate of interest,	— —
3d mortgage bonds, due, rate of interest,	— —
9. Total amount of funded debt,	171,500 00
10. Unfunded debt, incurred for construction, equipment or purchase of property,†	— —
11. Debt incurred for any other purpose, and for what,	— —
12. Total amount of debt,	171,500 00
13. Proportion of debt for Massachusetts,	171,500 00
14. Proportion of debt per mile of road,	4,763 88
15. Total cash realized from capital and debt,	671,500 00
16. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property,	126,148 63
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,	797,648 63
18. Proportion of above for Massachusetts,	797,648 63
19. Number of stockholders,	291
20. Amount of stock held in Massachusetts,	464,700 00
21. Number of stockholders in Massachusetts,	259

Cost of Road, Equipment and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.

1. Grading and masonry,	\$158,108 01
2. Bridging,	4,013 85
3. Superstructure, including rails,	118,002 39
4. Land, land damages and fences,	86,338 36

5. Passenger and freight stations, wood-sheds and water stations,	\$15,716 98	
6. Engine-houses, car-sheds and turn-tables,	7,500 00	
7. Interest paid during construction, discount, &c.,	908 45	
8. Engineering, agencies, salaries and other expenses during construction,	34,730 25	
9. <i>Total expended for construction</i> ,		\$425,318 29
10. Average cost of construction per mile of road built by company,		20,253 25
11. Same per mile of single track built by company, not including sidings,	-	-
12. Proportion of cost of construction for Massachusetts,		425,318 29

EQUIPMENT.

13. Locomotives and snow-plows,	19,246 71	
14. Passenger, mail and baggage cars,	15,250 00	
15. Freight and other cars,	17,575 00	
16. Machine-shops, machinery and tools,	22,610 00	
17. <i>Total for equipment</i> ,		74,681 71
18. Average cost of equipment <i>per mile of road operated</i> by company,		2,305 02
19. Proportion for Massachusetts,		74,681 71

PROPERTY PURCHASED.

20. Fairhaven branch, original cost, \$462,273.36, purchased for	252,134 62	
[Less locomotive and cars sold, and depreciation,]	17,475 00	
	\$234,659 62	
21. Stock of New Bedford & Fairhaven Street R. R., 255 shares, purchased for	25,500 00	
22. Bonds of road, nominal amount, purchased for	-	-
23. Steamboat nominal amount, purchased for	-	-
[Ferry and slip,] purchased for	14,881 89	
[Two wharves,] purchased for	8,207 49	
24. Lands in Fairhaven not necessary for operation of road,	2,251 00	
[Lands and buildings in New Bedford not necessary for operation of road,]	12,148 63	
25. Other property purchased,	-	-
26. <i>Total property purchased</i> ,		297,648 63
27. Property in Massachusetts (including proportion of equipment),		297,648 63
28. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		797,648 63
29. Proportion for Massachusetts,		797,648 63
30. Amount of sinking and contingent funds,	-	-

Description of Road.

1. Length of main line of road from New Bedford to Taunton,	20.13 miles.
Length of main line of road in Massachusetts,	20.13 miles.
In other States, specifying each,	-
2. Length of line with track laid, if road is not completed,	-
3. Length of double track on main line,	-
4. Branches owned by company. Name and description of each single or double track—	
[Weir Branch, our 20-31 parts, single,] length,	3,200 feet.
[Acushnet Branch, single,] length,	1,865 feet.

[Fairhaven Branch, single,] length,	15.11 miles.	
5. Total length of branches owned by company, . .		16.6 miles.
6. Total length of branches owned by company in Massachusetts,		16.6 miles.
7. Total length of branches owned by company in other States, specifying each,	-	-
8. Length of double track on branches,	-	-
9. Total length of road belonging to this com- pany,		36.19 miles.
10. Aggregate length of sidings and other tracks not above enumerated,		5.16 miles.
11. Same in Massachusetts,		5.16 miles.
12. Aggregate length of tracks belonging to this company, computed as single track,		41.35 miles.
13. Same in Massachusetts,		41.35 miles.
14. Total length of steel rails in tracks belonging to this company,		2,449 feet.
[Weights per yard, 62 lbs.]		
15. Total length of steel-top rails in tracks belong- ing to this company,	-	-
[Weights per yard,]		
16. Miles of telegraph on line of road,		35
17. Miles of telegraph owned by this company, . .	-	-
18. Number of telegraph offices in company's sta- tions,		5
19. Number of telegraph stations operated by this company,		5
20. Number of telegraph stations operated jointly by railroad and telegraph company,		7
21. Number of spans of bridges of 25 feet and up- wards,		3
22. Number of iron bridges (aggregate length, . .),	-	-
23. Number of wooden bridges (aggregate length, 338 ft.),		3
24. BRIDGES BUILT WITHIN THE YEAR.		
[None.]		
25. Number of crossings of highways at grade, . .		43
26. Number of crossings of highways over railroad,		5
27. Number of crossings of highways under rail- road,		1
28. Number of highway bridges 18 feet above track,	-	-
29. Number of highway bridges less than 18 feet above track,		5
30. Number of crossings at which gates or flagmen are maintained,		9
31. Number of crossings at which there are neither gates nor flagmen,		13
32. Number of railroad crossings at grade,		2
33. Number of railroad crossings over other rail- roads,	-	-
34. Number of railroad crossings under other rail- roads,	-	-
ROADS BELONGING TO OTHER COMPANIES, OPER- ATED BY THIS COMPANY UNDER LEASE OR CON- TRACT.		
35. Name, description and length of each—		
36. Total length of above roads,	-	-
37. Total length of above roads in Massachusetts, .	-	-
38. Total length of above roads in other States, specifying each,	-	-
39. Total miles of road operated by this company,		36.19 miles.
40. Total miles of road operated by this company in Massachusetts,		36.19 miles.

41. Number of stations on all roads operated by this company,	12	
42. Same in Massachusetts,	12	
Rolling Stock.		
	Total number.	Per mile of road operated.
1. Locomotives (average weight of engines in working order, $27\frac{3}{4}$ tons),	9	.25
2. Tenders (average weight of tenders full of fuel and water, $17\frac{3}{4}$ tons), (Average joint weight of engines and tenders, $46\frac{3}{4}$ tons.)	9	.25
3. Snow-plows (average weight 340 lbs.),	2	
4. Passenger cars (average weight, 32,450 lbs.),	20	.55
5. Mail and baggage cars (av'ge weight, 27,500 lbs.)	11	.30
6. 8-wheel box freight cars (av. weight, 16,180 lbs.)	62	
7. 4-wheel box freight cars (av. weight, 8,500 lbs.)	10	
8. 8-wheel platform cars (av'ge weight, 14,000 lbs.)	67	
9. 4-wheel platform cars (av'ge weight, 7,800 lbs.)	12	
10. Other cars (coal, gravel, &c.),	6	
11. Total freight cars, including coal, &c., on a basis of 8 wheels,	145	4.02
12. Number of locomotives equipped with train brakes, (Kind of brake,)	-	-
13. Number of cars equipped with train brakes, (Kind of brake, Westinghouse.)		3
14. Number of passenger cars in proportion to passengers carried one mile,	1 to 250,579.	
Mileage, Traffic, &c.		
1. Miles run by passenger trains,		96,060
2. Rate of speed of express passenger trains, including stops,	28 miles per hour.	
3. Rate of speed of accommodation trains, including stops,	26 miles per hour.	
4. Miles run by freight trains,		25,002
5. Rate of speed of freight trains, including stops,	17 miles per hour.	
6. Miles run by other trains, and for what purposes [gravel and wood],		772
7. Total train miles run,		121,834
8. Number of through passengers (whole length of road),		201,849
9. Number of local passengers (over part of road),		152,492
10. Total number of passengers carried,		354,341
11. Total passenger mileage, or passengers carried one mile,		5,011,596
12. Passenger mileage to and from other roads,		3,734,360
13. Number of tons carried,		159,234
14. Total freight mileage, or tons carried one mile,		1,520,199
15. Freight mileage to and from other roads,		1,155,838
16. Average rate of fare per mile (not including season tickets) received from passengers on roads occupied by this company,	2.70 cents.	
17. Average rate of fare per mile received from passengers to and from other roads,*	3.34 cents.	
18. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket, . . . . .	.77 cent.	
Average rate of fare per mile for all passengers,	3.1 cents.	
19. Average rate of freight per ton per mile on roads operated by this company,	6 cents.	

* After deducting all allowances for tolls, use of cars, &c.

20. Average rate of freight per ton per mile to and from other roads [including car service, conductors and brakeman],*	6.81 cents.
21. Average number of cars in passenger trains, including baggage cars,	4½
22. Average number of cars in freight trains (basis of 8 wheels),	18
23. Average weight of passenger trains, including locomotive and tender, in working order,	117 tons.
24. Average weight of freight trains, including locomotive and tender, in working order,	194 tons.
25. Number of persons regularly employed by company, including officials,	154 tons.

Classification of Business.

PASSENGERS.

1. Passengers coming from other States,†	-
2. Passengers going to other States,†	-
3. Passengers travelling only within this State,	354,341
4. Total season-ticket passengers (round trip),	18,499
5. Passengers to Boston (including season),‡	-
6. Passengers from Boston (including season),‡	-
7. Season-ticket passengers to and from Boston (one round trip daily),‡	-

FREIGHT, IN TONS.

	Brought from other States.	Carried to other States.	Carried within this State only.	Taken from Boston.‡	Carried to Boston.‡
1. Anthracite coal,	-	-	10,300	-	-
2. Bituminous coal,	-	-	10,467	-	-
3. Petroleum,	-	-	1,072	-	-
4. Railroad iron, including steel and steel-capped rails,	-	-	336	-	-
5. Castings and other iron,	-	-	25,392	-	-
6. Other metals,	-	-	1,040	-	-
7. Iron and other ores,	-	-	66	-	-
8. Stone and brick,	-	-	9,615	-	-
9. Lime, cement and sand,	-	-	531	-	-
10. Lumber,	-	-	3,981	-	-
11. Ice,	-	-	-	-	-
12. Live stock,	-	-	2,037	-	-
13. Dressed carcasses, smoked and salted meats,	-	-	483	-	-
14. Flour,	-	-	5,953	-	-
15. Grain,	-	-	32,820	-	-
16. Other agricultural products,	-	-	1,418	-	-
17. Manufactures not included above,§	-	-	6,336	-	-
18. Merchandise,§	-	-	17,238	-	-
19. Other articles,	-	-	30,149	-	-
20. Total tons carried,	-	-	159,234	-	-

* After deducting all allowances for tolls, or use of cars, &c.

† Apply only to roads crossing the State line.

‡ Apply only to the roads terminating in Boston.

§ Manufactured articles starting from the place of manufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depot for sale, they become a part of the general merchandise of the place, and on any second transitaire to be reckoned under the second head.

Expenditures Charged to Capital Account during the Year.

1. Main line, extension or alteration of road,	} Nothing.
2. Branches, extension or alteration of road, specifying each, .	
3. Double track extension,	
4. Land,	
5. Passenger and freight stations, wood-sheds and water stations,	
6. Engine-houses, car-sheds, and turn-tables,	
7. New locomotives and snow-plows,	
8. New passenger cars,	
9. New mail and baggage cars,	
10. New freight cars,	
11. Machine-shops, machinery and tools,	
12. Purchase of other roads, specifying what,	
13. Subscriptions or loans to other roads, specifying what, . .	
14. Any other expenditures charged to capital account, . . .	
15. TOTAL,	

Expenditures on Operating Account for the Year.

MAINTENANCE OF WAY AND BUILDINGS.

1. Repairs of road, exclusive of bridges and new rails,† . . .	\$24,272 59
2. New iron rails, deducting old rails sold (number of miles, 3.40, weight per yard, 56 lbs.),†	12,039 54
3. Steel rails (number of miles weight per yard . . .), .	-
4. Repairs of bridges,	1,248 24
5. Repairs of buildings and fixtures,	13,277 83
6. Repairs of fences, road crossings and signs,	1,513 34
7. Removing ice and snow,	-
8. Other expenses,	-
9. Total for maintenance of way and buildings,	52,351 54
10. Per mile of road kept in repair,	1,454 00
11. Per mile of single track kept in repair, not including sidings, .	1,454 00
12. Of the above total there was expended for other than ordinary repairs,	7,056 00

TRAFFIC EXPENSES.

13. Repairs of locomotives and snow-plows,*	7,795 71
14. New locomotives and snow-plows,*	12,000 00
15. Repairs of machine-shops and machinery [ferry and expenses],*	4,501 82
16. New machine-shops and machinery,*	-
17. Repairs of passenger, baggage and mail cars,*	15,624 32
18. New passenger, baggage and mail cars,*	13,597 58
19. Repairs of freight and other cars,*	4,588 55
20. New freight and other cars,*	5,891 19
21. Fuel—number of cords of wood, 524; cost,†	2,873 00
22. Fuel—number of tons of coal, 2,247; cost,†	17,032 36
23. Oil and waste,†	3,949 16
24. Amount paid other corporations or individuals not operating railroads, for use of cars, and for repairs of same,	-
25. Salaries, wages and incidentals, chargeable to passenger department,	29,758 48
26. Salaries, wages and incidentals, chargeable to freight department,	20,257 73
27. Wages of switchmen, gate-keepers, signal-men, and watchmen, unless included above,	4,634 07
28. Gratuities and damages, passenger account,	670 46
29. Gratuities and damages, freight account,	3,037 43
30. Other expenditures,	-
31. Total of traffic expenses,	146,211 86

* To include oil, fuel, clerks, watchmen, and incidentals about shops.

† For cars and engines.

‡ Including labor and materials in new sidings.

32. Per mile of road operated,	\$4,061 44
33. Per mile of single track operated, not including sidings,	4,061 44

MISCELLANEOUS.

34. Amount paid other companies as rent for use of road, specifying each company and amount,	-
35. Telegraph expenses,	957 58
36. United States taxes and stamps,	316 60
37. State taxes,	6,862 27
38. Local taxes,	1,120 47
39. Insurance, loss by fire, and damages paid for fires set by engines,	2,270 61
40. General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the foregoing items,	8,498 79
41. <i>Total miscellaneous</i> ,	20,026 32
42. TOTAL EXPENDITURES FOR OPERATING THE ROAD,	218,589 72
43. Per mile of the road operated,	6,070 27
44. Per mile of single track operated, not including sidings,	6,070 27
45. Per train mile,	1 78
46. Proportion for Massachusetts,	All.
47. Percentage of expenditures to income,	77 per cent.

Revenue for the Year.

1. Receipts from local passengers on roads operated by this company,	\$33,819 53
2. Receipts from passengers from and to other roads over roads operated by this company,	136,367 34
3. Receipts from passengers over other roads as tolls, or for use of cars of this company,	-
4. Receipts from local freight on roads operated by this company,	22,356 34
5. Receipts from freight from and to other roads over roads operated by this company,	80,145 09
6. Receipts from freight over other roads as tolls, or for use of cars of this company,	-
7. Receipts for express,	4,422 09
8. Receipts for mails,	3,103 61
9. Receipts as rents for use of road and equipment, when leased,	-
10. Receipts as rents for use of property other than above,	1,237 53
11. Total earnings,	281,451 53
12. Per mile of road operated,	7,818 09
13. Per mile of road operated,—computed as single track, not including sidings,	7,818 09
14. Per train mile,	2 31
15. Proportion for Massachusetts,	All.
16. Income from other roads,	-
17. Income from all other sources,	-
18. TOTAL INCOME,	281,451 53
19. Percentage of income to capital stock and debt,	42 per cent.
20. Percentage of income to total means applied to construction, equipment, &c.,	36 per cent.

Net Income, Dividends, &c.

1. Total net income above operating expenses,	\$62,861 81
2. Percentage of net income to capital stock and debt,	9.37 per ct.
3. Percentage of net income to total means applied to construction, equipment, &c.,	-
4. Paid for interest,	9,018 57
5. Paid in dividends 9 per cent. for the year,	45,000 00
6. Paid to sinking funds,	-
7. Balance for the year or surplus,	8,843 24

8. Surplus at commencement of the year,	\$32,037 57
9. Total surplus,*	40,880 81
10. Invested as follows:—	
Cash and loans,	4,000 00
Balance of accounts due from other roads,	—
Other uncollected accounts,	18,925 96
Materials for repairs,	12,023 16
Fuel and stores,	5,931 69
Any other items,	—

General Balance Sheet at last Closing of Accounts.

DR.	
To construction account,	\$500,000 00
Fairhaven Branch R. R.,	260,000 00
New Bedford & Fairhaven Street Railway, 255 shares,	25,500 00
Real estate,	12,148 63
Cash loan,	4,000 00
Materials on hand,	17,954 85
Balance uncollected accounts,	30,476 48
	<hr/>
	\$850,079 96
CR.	
By capital stock,	\$500,000 00
bonds, due 1881,	171,500 00
surplus fund,	40,880 81
unclaimed dividends,	444 00
dividend due November 4, 1872,	25,000 00
balance due other roads,	11,606 52
income account,	100,648 63
	<hr/>
	\$850,079 96

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCON- DUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	—	—	—	—	—	—
Employés,	2	1	—	—	2	1
Others,	—	—	—	2	—	2

Statement of each Accident.

April 1, 1872.—James Black, three years old, climbed upon a brake beam of a car in the yard at New Bedford. When the train started he fell off, and was slightly bruised.

August 22.—George Dawson, four years old, while at play upon a side track

* Total surplus, per balance sheet, \$141,529.44. [Com.]

at New Bedford, had his hand caught under a car wheel. No bones were broken, and only a slight flesh wound.

October 7, 1871.—Charles C. Morse, brakeman, while coupling cars at Fairhaven, slipped and badly bruised one leg.

July 6, 1872. Henry Waldron, engineer, and Joseph Eldridge, fireman on Fairhaven Branch, were killed near Mattapoisett by the engine being thrown from the track by cattle.

Name and Residence of Officers.

Joseph Grinnell, *President*; Lawrence Grinnell, *Treasurer*; Warren Ladd, *Superintendent*. *Directors*.—Joseph Grinnell, Ward W. Parker, David R. Greene, Thomas S. Hathaway, Chas. L. Wood, George Howland, Jr. and William J. Rotch.

Proper Address for the Company.

NEW BEDFORD AND TAUNTON RAILROAD CORPORATION,
NEW BEDFORD, MASS.

JOSEPH GRINNELL,
CHARLES L. WOODS,
WARD M. PARKER,
D. R. GREENE,
T. S. HATHAWAY,
WM. J. ROTCH,

Directors of the New Bedford and Taunton Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. NEW BEDFORD, 11TH Mo., 8th, 1872. Then personally appeared Joseph Grinnell, affirmed, Charles L. Wood, Ward M. Parker, D. R. Greene, T. S. Hathaway and Wm. J. Rotch, and severally made oath to the truth of the foregoing statement by them subscribed.

ANDW. G. PIERCE, *Justice of the Peace.*

REPORT

OF THE

NEWBURYPORT RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

[This road is leased to and operated by the Boston and Maine Railroad.]

Capital Stock and Debts.

1. Capital stock authorized by charter,	\$430,000 00
2. Capital stock authorized by votes of company,	2,021 shares.
3. Capital stock paid in (number of shares,),	220,340 02
4. Capital stock issued,	-
5. Capital stock paid in per mile of road owned by company,	-
6. Capital stock paid in, proportion for Massachusetts,	All.
7. Par value of shares,	-
8. Funded debt as follows:—	
1st mortgage bonds, due, rate of interest,	
2d mortgage bonds, due, rate of interest,	
3d mortgage bonds, due, rate of interest,	
9. Total amount of funded debt,	
10. Unfunded debt, incurred for construction, equipment or purchase of property,	
11. Debt incurred for any other purpose, and for what,	
12. Total amount of debt,	
13. Proportion of debt for Massachusetts,	
14. Proportion of debt per mile of road,	
15. Total cash realized from capital and debt,	
16. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property,	
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,	597,386 33
18. Proportion of above for Massachusetts,	All.
19. Number of stockholders,	-
20. Amount of stock held in Massachusetts,	-
21. Number of stockholders in Massachusetts,	-

The Newburyport R. R. acknowledges no funded or floating debt, or other liability, except a funded debt to Boston and Maine R. R. of \$300,000, without interest, due on expiration of the lease of its railroad to said Boston and Maine R. R., February 21, 1960. Debt applied to construction which has outlived, was \$77,046.31.

Cost of Road, Equipment and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.

1. Grading and masonry,	\$197,653 98
2. Bridging,	Above.
3. Superstructure, including rails,	176,065 02
4. Land, land damages and fences,	86,983 89

5. Passenger and freight stations, wood-sheds and water stations,	}	\$31,701 57	
6. Engine-houses, car-sheds and turn-tables,			
7. Interest paid during construction, discount, &c.			
8. Engineering, agencies, salaries and other expenses during construction,			
9. <i>Total expended for construction,</i>		104,981 87	\$597,386 33
10. Average cost of construction per mile of road built by company,		-	-
11. Same per mile of single track built by company, not including sidings,		-	-
12. Proportion of cost of construction for Massachusetts,		-	-

EQUIPMENT.

[Owned by Boston & Maine R. R.]

PROPERTY PURCHASED.

20. branch, original cost,	}	None.
21. purchased for		
21. Stock of shares,		
22. purchased for		
22. Bonds of road, nominal amount		
23. purchased for		
23. Steamboat, nominal amount		
24. purchased for		
24. Lands in not necessary for operation of road,		
25. Other property purchased,		
26. <i>Total property purchased,</i>		
27. Property in Massachusetts (including proportion of equipment),		
28. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		597,386 33
29. Proportion for Massachusetts,		All.
30. Amount of sinking and contingent funds,		-

Description of Road.

1. Length of main line of road from Bradford to Newburyport, and from Georgetown to Danvers,	26 miles, 5,168 feet.
Length of main line of road in Massachusetts, [In other States, specifying each,]	All.
2. Length of line with track laid, if road is not completed,	-
3. Length of double track on main line,	-
4. Branches owned by company. Name and description of each single or double track, ; length,	-
5. Total length of branches owned by company,	-
6. Total length of branches owned by company in Massachusetts,	-
7. Total length of branches owned by company in other States, specifying each,	-
8. Length of double track on branches,	-
9. Total length of road belonging to this company,	-
10. Aggregate length of sidings and other tracks not above enumerated,	2 miles, 2,157 feet.
11. Same in Massachusetts,	All.
12. Aggregate length of tracks belonging to this company, computed as single track,	29 miles, 2,398 feet.
13. Same in Massachusetts,	All.
14. Total length of steel rails in tracks belonging to this company,	-

[Weights per yard, .]		
15. Total length of steel-top rails in tracks belonging to this company,	-	-
[Weights per yard, .]		
16. Miles of telegraph on line of road,	-	-
17. Miles of telegraph owned by this company,	-	-
18. Number of telegraph offices in company's stations,	-	-
19. Number of telegraph stations operated by this company,	-	-
20. Number of telegraph stations operated jointly by railroad and telegraph company,	-	-
21. Number of spans of bridges of 25 feet and upwards,	-	-
22. Number of iron bridges (aggregate length, feet),	-	-
23. Number of wooden bridges (aggregate length, feet),	-	-
Rolling Stock.		
[Owned by Boston & Maine R. R.]		
Mileage, Traffic, &c.		
[Included in return of Boston & Maine R. R.]		

Expenditures Charged to Capital Account during the Year.

[Included in return of Boston & Maine R. R.]

Expenditures on Operating Account for the Year.

[Included in return of Boston & Maine R. R.]

Revenue for the Year.

[Included in return of Boston & Maine R. R.]

NOTE.—This road is leased to Boston and Maine Railroad, and its “doings during the year” and its “income” and “expenditures” are included in the report of that road, its business being so intimately connected, that separate accounts have not been kept.

Name and Residence of Officers.

Nathaniel G. White, Lawrence, Mass., *President*. William Merritt, Charlestown, Mass., *Superintendent*. Amos Blanchard, Lowell, Mass., *Treasurer*.

Proper Address for the Company.

NEWBURYPORT RAILROAD COMPANY, CARE OF BOSTON & MAINE RAILROAD, BOSTON, MASS.

NATHANIEL G. WHITE,
FRANCIS COGSWELL,
PETER T. HOMER,
AMOS PAUL,
JOHN E. BICKFORD,
GEORGE O. LORD,

Directors of the Newburyport Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 6, 1872. Then personally appeared Nathaniel G. White, Francis Cogswell, Peter T. Homer, Amos Paul, John E. Bickford and George C. Lord, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

Before me,

C. P. JUDD, *Justice of the Peace.*

R E P O R T

OF THE

NEWBURYPORT CITY RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

[This road is leased to the Eastern R. R. Co.]

Capital Stock and Debts.

1. Capital stock authorized by charter,		\$100,000 00
2. Capital stock authorized by votes of company,	-	-
3. Capital stock paid in (number of shares, 929),		92,900 00
4. Capital stock issued,		100,000 00
5. Capital stock paid in per mile of road owned by company,		44,666 00
6. Capital stock paid in, proportion for Massachusetts,	-	-
7. Par value of shares,		100 00
8. Funded debt as follows:—		
1st mortgage bonds, due, rate of interest	-	-
2d mortgage bonds, due, rate of interest	-	-
3d mortgage bonds, due, rate of interest	-	-
9. Total amount of funded debt,	-	-
10. Unfunded debt, incurred for construction, equipment or purchase of property,		13,637 69
11. Debt incurred for any other purpose, and for what,	-	-
12. Total amount of debt,		13,637 69
13. Proportion of debt for Massachusetts,	-	-
14. Proportion of debt per mile of road,	-	-
15. Total cash realized from capital and debt,	\$106,537 69	
16. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property,	-	-
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,		98,972 69
18. Proportion of above for Massachusetts,	-	-
19. Number of stockholders,	23	
20. Amount of stock held in Massachusetts,		100,000 00
21. Number of stockholders in Massachusetts,	23	

Cost of Road, Equipment and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.

1. Grading and masonry,	\$38,378 00
2. Bridging,	8,660 00
3. Superstructure, including rails,	19,550 00
4. Land, land damages and fences,	24,355 79

5. Passenger and freight stations, wood-sheds and water stations,	\$5,000 00	
6. Engine-houses, car-sheds and turn-tables,	-	-
7. Interest paid during construction, discount, &c.,	925 63	
8. Engineering, agencies, salaries and other expenses during construction,	2,103 27	
9. <i>Total expended for construction</i> ,		\$98,972 69
10. Average cost of construction per mile of road built by company,		47,774 74
11. Same per mile of single track built by company, not including sidings,		47,774 74
12. Proportion of cost of construction for Massachusetts,	-	-

EQUIPMENT.

13. Locomotives and snow-plows,	-	-
14. Passenger, mail and baggage cars,	-	-
15. Freight and other cars,	-	-
16. Machine-shops, machinery and tools,	-	-
17. <i>Total for equipment</i> ,	-	-
18. Average cost of equipment <i>per mile of road operated</i> by company,	-	-
19. Proportion for Massachusetts,	-	-

PROPERTY PURCHASED.

20. branch, original cost,		
purchased for	-	-
21. Stock of shares,		
purchased for	-	-
22. Bonds of road, nominal amount,		
purchased for	-	-
23. Steamboat nominal amount		
purchased for	-	-
24. Lands in Newburyport not necessary for operation of road,	} 7,565 00	
25. Other property purchased [included in construction account],		
26. <i>Total property purchased</i> ,		7,565 00
27. Property in Massachusetts (including proportion of equipment),	-	-
28. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		98,972 69
29. Proportion for Massachusetts,	-	-
30. Amount of sinking and contingent funds,	-	-

Description of Road.

1. Length of main line of road from B. & M. R. R. to terminus,		2.08 miles.
Length of main line of road in Massachusetts, [In other States, specifying each,]	2.08 miles.	-
2. Length of line of track laid, if road is not completed,	-	-
3. Length of double track on main line,	-	-
4. Branches owned by company. Name and description of each single or double track— [One branch from main track, to connect with Eastern R. R., single track,] length, . . . . .	.15 mile.	
5. Total length of branches owned by company, . . . . .		.15 mile.
6. Total length of branches owned by company in Massachusetts, . . . . .	.15 mile.	
7. Total length of branches owned by company in other States, specifying each,	-	-
8. Length of double track on branches,	-	-

9. Total length of road belonging to this company,	2.23 miles.
10. Aggregate length of sidings and other tracks not above enumerated, . . . . .	.18 mile.
11. Same in Massachusetts,	- -
12. Aggregate length of tracks belonging to this company, computed as single track,	2.414 miles.
13. Same in Massachusetts,	- -
14. Total length of steel rails in tracks belonging to this company,	None.
[Weights per yard,]	
15. Total length of steel-top rails in tracks belonging to this company;	None.
[Weights per yard,]	
[Iron rails, weights per yard, 50 lbs.]	
16. Miles of telegraph on line of road,	- -
17. Miles of telegraph owned by this company,	- -
18. Number of telegraph offices in company's stations,	- -
19. Number of telegraph stations operated by this company,	- -
20. Number of telegraph stations operated jointly by railroad and telegraph company,	- -
21. Number of spans of bridges of 25 feet and upwards,	- -
22. Number of iron bridges (aggregate length,)	- -
23. Number of wooden bridges (aggr'te le'gth,)	- -
[3 over street, each 18 feet span.]	
25. Number of crossings of highways at grade,	4
26. Number of crossings of highways over railroad,	3
27. Number of crossings of highways under railroad,	None.
28. Number of highway bridges 18 feet above track,	- -
29. Number of highway bridges less than 18 feet above track,	3
30. Number of crossings at which gates or flagmen are maintained,	E. R. R. operate.
31. Number of crossings at which there are neither gates nor flagmen,	" "
32. Number of railroad crossings at grade,	1
33. Number of railroad crossings over other railroads,	None.
34. Number of railroad crossings under other railroads,	None.
[The road is leased to the Eastern R. R. Co., and was first operated in September.]	

General Balance Sheet at last Closing of Accounts.

DR.

Construction account,	\$19,289 32
Bills receivable,	17,000 00
Real estate,	14,932 59
Expense,	1,892 17
Interest,	469 59
Contractor,	58,000 00
City of Newburyport,	280 58
Cash,	35 75
	<hr/>
	\$111,900 00

	CR.	
Capital stock,		\$92,400 00
Bills payable,		19,500 00
		<hr/> \$111,900 00

Name and Residence of Officers.

Elbridge G. Kelley, *President*, Newburyport. *Directors*.—William Cushing, Newburyport; Moses H. Fowler, Newburyport; Warren Currier, Newburyport; William H. Huse, Newburyport; Rufus A. Wills, Newburyport; Amos W. Mooney, Newburyport. George W. Clark, *Treasurer*, Newburyport. Nymphas Stacy, *Clerk*, Newburyport.

Proper Address for the Company.

NEWBURYPORT CITY RAILROAD COMPANY.

RUFUS A. WILLS,
WILLIAM H. HUSE,
WARREN CURRIER,
M. H. FOWLER,
AMOS W. MOONEY,

Directors of the Newburyport City Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, SS. NEWBURYPORT, October 29, 1872. Then personally appeared Rufus A. Wills, William H. Huse, Warren Currier, M. H. Fowler and Amos W. Mooney, and severally made oath to the truth of the foregoing statement by them subscribed.

GEORGE H. STEVENS, *Justice of the Peace.*

REPORT

OF THE

NEW HAVEN AND NORTHAMPTON COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts.	
1. Capital stock authorized by charter,	\$3,000,000 00
2. Capital stock authorized by votes of company,	2,100,000 00
3. Capital stock paid in (number of shares 21,000),	2,100,000 00
4. Capital stock issued,	2,100,000 00
5. Capital stock paid in per mile of road owned by company,	21,212 12
6. Capital stock paid in, proportion for Massachusetts,	696,939 35
7. Par value of shares,	100 00
8. Funded debt as follows:—	
1st mortgage bonds, due January, 1899, rate of interest 7 per cent.,	\$1,000,000 00
Convertible bonds, due April, 1880, rate of interest, 6 per cent.	400,000 00
Convertible bonds, due July, 1882, rate of interest, 6 per cent.,	350,000 00
9. Total amount of funded debt,	1,750,000 00
10. Unfunded debt, incurred for construction, equipment or purchase of property,	221,115 92
11. Debt incurred for any other purpose, and for what,	—
12. Total amount of debt,	1,971,115 92
13. Proportion of debt for Massachusetts,	649,407 75
14. Proportion of debt per mile of road,	19,910 70
15. Total cash realized from capital and debt,	4,071,115 92
16. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property,	86,529 54
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,	4,157,645 46
18. Proportion of above for Massachusetts,	1,708,996 49
19. Number of stockholders,	285
20. Amount of stock held in Massachusetts,	1,981 shares.
21. Number of stockholders in Massachusetts,	42

Cost of Road, Equipment and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.

1. Grading and masonry	\$763,620 24
2. Bridging,	73,529 22
3. Superstructure, including rails,	776,843 46
4. Land, land damages and fences,	332,638 36
5. Passenger and freight stations, wood-sheds and water stations,	67,568 54

6. Engine-houses, car-sheds and turn-tables [shops, &c., New Haven],	\$213,314 75	
7. Interest paid during construction, discount, &c.,	244,773 29	
8. Engineering, agencies, salaries and other expenses during construction,	80,079 79	
9. <i>Total expended for construction</i> ,		\$2,552,367 65
10. Average cost of construction per mile of road built by company,		25,736 43
11. Same per mile of single track built by company, not including sidings,	-	-
12. Proportion of cost of construction for Massachusetts,		946,213 76

EQUIPMENT.

13. Locomotives and snow-plows,	247,214 56	
14. Passenger, mail and baggage cars,	81,584 48	
15. Freight and other cars,	371,513 87	
[Westinghouse air-brake and steam excavator],	3,408 32	
16. Machine-shops, machinery and tools,	51,785 47	
[Wharf and fixtures],	119,182 56	
17. <i>Total for equipment</i> ,		874,689 26
18. Average cost of equipment <i>per mile of road operated</i> by company,		8,000 45
19. Proportion for Massachusetts,		343,559 32

PROPERTY PURCHASED.

20. Hampshire & Hampden R. R., original cost unknown, purchased for	492,311 92	
[Farmington Valley branch, original cost, unknown, purchased for	44,620 08	
21. Stock of Holyoke & Westfield R. R., 200 shares, purchased for	20,000 00	
22. Bonds of road, nominal amount, purchased for	-	-
23. Steamboat nominal amount, purchased for	-	-
[Expended in constructing Holyoke & Westfield R. R.,]	173,656 55	
24. Lands in not necessary for operation of of road,	-	-
25. Other property purchased,	-	-
26. <i>Total property purchased</i> ,		730,588 55
27. Property in Massachusetts (including proportion of equipment),	-	-
28. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		4,157,645 46
29. Proportion for Massachusetts,		1,708,978 02
30. Amount of sinking and contingent funds,	-	-

Description of Road.

1. Length of main line of road from New Haven to Williamsburg,		83.88
Length of main line of road in Massachusetts,	32.62	
In other States, specifying each [Connecticut],	51.26	
2. Length of line with track laid, if road is not completed,		All completed.
3. Length of double track on main line,		None.
4. Branches owned by company. Name and description of each single or double track, ; length,	-	-
5. Total length of branches owned by company,		25.45
6. Total length of branches owned by company in Massachusetts [Holyoke],	10.32	

7. Total length of branches owned by company in other States, specifying each—		
[Collinsville, Connecticut,]	14.09	
[Tarrierville, Connecticut,]	1.04	
8. Length of double track on branches,		None.
9. Total length of road belonging to this company,		109.33
10. Aggregate length of sidings and other tracks not above enumerated,		18
11. Same in Massachusetts,		8
12. Aggregate length of tracks belonging to this company, computed as single track,		127.33
13. Same in Massachusetts,		50.94
14. Total length of steel rails in tracks belonging to this company,		None.
[Weights per yard,]		
15. Total length of steel-top rails in tracks belonging to this company,		None.
[Weights per yard,]		
16. Miles of telegraph on line of road,		98
17. Miles of telegraph owned by this company,		None.
18. Number of telegraph offices in company's stations,		14
19. Number of telegraph stations operated by this company,	-	-
20. Number of telegraph stations operated jointly by railroad and telegraph company,	-	-
21. Number of spans of bridges of 25 feet and upwards,		19
22. Number of iron bridges (aggregate length,)	-	-
23. Number of wooden bridges (aggregate length, 1,990 feet),	-	-
24. BRIDGES BUILT WITHIN THE YEAR.		
[None.]		
25. Number of crossings of highways at grade,		137
26. Number of crossings of highways over railroad,		19
27. Number of crossings of highways under railroad,		6
28. Number of highway bridges 18 feet above track,		7
29. Number of highway bridges less than 18 feet above track [all in New Haven, Conn.],		12
30. Number of crossings at which gates or flagmen are maintained,		2
31. Number of crossings at which there are neither gates nor flagmen,		135
32. Number of railroad crossings at grade,		4
33. Number of railroad crossings over other railroads,	-	-
34. Number of railroad crossings under other railroads,	-	-
ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.		
35. Name, description and length of each—		
[Holyoke & Westfield R. R., perpetual lease,]	-	-
36. Total length of above roads,		10.32
37. Total length of above roads in Massachusetts,	10.32	
38. Total length of above roads in other States, specifying each,	-	-
39. Total miles of road operated by this company,		109.33
40. Total miles of road operated by this company in Massachusetts,		42.94
41. Number of stations on all roads operated by this company,		24
42. Same in Massachusetts,		10

Rolling Stock.		Total number.	Per mile of road operated.
1. Locomotives (average weight of engines in working order,),		20	.182
2. Tenders (average weight of tenders full of fuel and water,),		-	-
[Average joint weight of engines and tenders, 40 tons.]			
3. Snow-plows (average weight, 250 lbs.),		12	.109
4. Passenger cars (average weight,),		17	.155
5. Mail and baggage cars (average weight,),		7	.064
6. 8-wheel box freight cars (av'ge weight,),		100	.914
7. 4-wheel box freight cars (av'ge weight,),		-	-
8. 8-wheel platform cars (av'ge weight,),		339	.310
9. 4-wheel platform cars (average weight,),		-	-
10. Other cars (coal, gravel, &c.),		40	
11. Total freight cars, including coal, &c., on a basis of 8 wheels,		459	.420
12. Number of locomotives equipped with train brakes,		4	
(Kind of brake, Westinghouse Air.)			
13. Number of cars equipped with train brakes,		20	
(Kind of brake, Westinghouse Air.)			
14. Number of passenger cars in proportion to passengers carried one mile,		1 to 373,315.	
Mileage, Traffic, &c.			
1. Miles run by passenger trains,		217,848	
2. Rate of speed of express passenger trains, including stops,		28 miles per hour.	
3. Rate of speed of accommodation trains, including stops,		28 miles per hour.	
4. Miles run by freight trains,		202,160	
5. Rate of speed of freight trains, including stops,		15 miles per hour.	
6. Miles run by other trains, and for what purposes [gravel],		8,980	
7. Total train miles run,		428,988	
8. Number of through passengers (whole length of road),		-	-
9. Number of local passengers (over part of road)			279,976
10. Total number of passengers carried,			345,629
11. Total passenger mileage, or passengers carried one mile,			6,346,357
12. Passenger mileage to and from other roads,			1,351,649
13. Number of tons carried,			280,436
14. Total freight mileage, or tons carried one mile,			11,648,166
15. Freight mileage to and from other roads,			4,540,537
16. Average rate of fare per mile (not including season tickets) received from passengers on roads occupied by this company,		-	-
17. Average rate of fare per mile received from passengers to and from other roads,*		-	-
18. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket,		-	-
Average rate of fare per mile for all passengers,			2½ cents.
19. Average rate of freight per ton per mile on roads operated by this company,	}		3.85 cents.
20. Average rate of freight per ton per mile to and from other roads,*			
21. Average number of cars in passenger trains, including baggage cars,		4	

* After deducting all allowances for tolls, or use of cars, &c.

22. Average number of cars in freight trains (basis of 8 wheels),	-	-
23. Average weight of passenger trains, including locomotive and tender, in working order,	-	-
24. Average weight of freight trains, including locomotive and tender, in working order,	-	-
25. Number of persons regularly employed by company, including officials,		464

Classification of Business.

PASSENGERS.

1. Passengers coming from other States,*	11,150
2. Passengers going to other States,*	20,452
3. Passengers travelling only within this State,	161,440
4. Total season-ticket passengers (round trip),	-
5. Passengers to Boston (including season),†	-
6. Passengers from Boston (including season),†	-
7. Season-ticket passengers to and from Boston (one round trip daily),†	-

FREIGHT, IN TONS.

	Brought from other States.	Carried to other States.	Carried within this State only.	Taken from Boston.†	Carried to Boston.†
1. Anthracite coal,	51,075	-	1,087	-	-
2. Bituminous coal,	-	-	36	-	-
3. Petroleum,	1	689	14	-	-
4. Railroad iron, including steel and steel-capped rails,	-	750	-	-	-
5. Castings and other iron,	2,919	938	562	-	-
6. Other metals,	198	8	1	-	-
7. Iron and other ores,	782	98	123	-	-
8. Stone and brick,	336	1,600	2,228	-	-
9. Lime, cement and sand,	411	279	866	-	-
10. Lumber,	861	5,123	4,633	-	-
11. Ice,	-	-	-	-	-
12. Live stock,	13	5,714	104	-	-
13. Dressed carcasses, smoked and salted meats,	23	4,589	1	-	-
14. Flour,	6	5,965	4,094	-	-
15. Grain,	245	12,373	5,314	-	-
16. Other agricultural products,	1,733	2,416	995	-	-
17. Manufactures not included above,‡	2,172	12,920	5,016	-	-
18. Merchandise,‡	4,559	138	1,163	-	-
19. Other articles,	180	763	749	-	-
20. Total tons carried,	65,519	54,363	26,985	-	-

Expenditures Charged to Capital Account during the Year.

1. Main line, extension or alteration of road [improvements],	\$138,114 32
2. Branches, extension or alteration of road, specifying each [Holyoke & Westfield R. R.],	173,656 55
3. Double track extension,	-
4. Land,	1,352 23

* Apply only to roads crossing the State line.

† Apply only to the roads terminating in Boston.

‡ Manufactured articles starting from the place of manufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depot for sale, they become a part of the general merchandise of the place, and on any second transit are to be reckoned under the second head.

5. Passenger and freight stations, wood-sheds and water stations,	\$4,083 17
6. Engine-houses, car-sheds and turn-tables,	—
[Wharf and fixtures,]	9,938 84
7. New locomotives and snow-plows,	44,645 63
8. New passenger cars,	10,401 75
9. New mail and baggage cars,	1,800 00
10. New freight cars,	139,290 96
11. Machine-shops, machinery and tools,	7,263 62
12. Purchase of other roads, specifying what,	—
13. Subscriptions or loans to other roads, specifying what,	—
14. Any other expenditures charged to capital account,	38,408 32
15. TOTAL,	568,955 39

Expenditures on Operating Account for the Year.

MAINTENANCE OF WAY AND BUILDINGS.

1. Repairs of road, exclusive of bridges and new rails,*	\$101,045 62
2. New iron rails, deducting old rails sold (number of miles, 24½, weight per yard 60 lbs.),*	
3. Steel rails (number of miles, weight per yard),	—
4. Repairs of bridges,	3,916 26
5. Repairs of buildings and fixtures,	4,320 38
6. Repairs of fences, road crossings and signs,	2,789 87
7. Removing ice and snow,	629 31
8. Other expenses,	—
9. Total for maintenance of way and buildings,	112,701 44
10. Per mile of road kept in repair,	1,038 30
11. Per mile of single track kept in repair, not including sidings,	—
12. Of the above total there was expended for other than ordinary repairs,	—

TRAFFIC EXPENSES.

13. Repairs of locomotives and snow-plows,†	13,985 05
14. New locomotives and snow-plows,†	—
15. Repairs of machine-shops and machinery,†	—
16. New machine-shops and machinery,†	—
[Wharf and fixtures,]	7,067 91
17. Repairs of passenger, baggage and mail cars,†	18,122 61
18. New passenger, baggage and mail cars,†	
19. Repairs of freight and other cars,†	68,357 77
20. New freight and other cars,†	
21. Fuel—number of cords of wood, 2,495; cost, \$12,475.00,‡	11,624 71
22. Fuel—number of tons of coal, 8,218; cost \$55,882.77,‡	
23. Oil and waste,‡	—
24. Amount paid other corporations or individuals not operating railroads, for use of cars, and for repairs of same,	—
25. Salaries, wages and incidentals, chargeable to passenger department,	159,663 02
26. Salaries, wages and incidentals, chargeable to freight department,	
27. Wages of switchmen, gate-keepers, signal-men, and watchmen, unless included above,	—
28. Gratuities and damages, passenger account,	2,058 30
29. Gratuities and damages, freight account,	
30. Other expenditures,	—
31. Total of traffic expenses,	280,879 37
32. Per mile of road operated,	256 91
33. Per mile of single track operated, not including sidings,	

* Including labor and materials in new sidings.

† To include oil, fuel, clerks, watchmen, and incidentals about shops.

‡ For cars and engines.

MISCELLANEOUS.

34. Amount paid other companies as rent for use of road, specifying each company and amount,	-
35. Telegraph expenses,	-
36. United States taxes and stamps,	-
37. State taxes [Conn., \$17,368.96; Mass., \$6,239.59],	\$23,608 55
38. Local taxes,	829 42
39. Insurance, loss by fire, and damages paid for fires set by engines,	2,013 75
40. General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the foregoing items,	16,926 63
41. Total miscellaneous,	43,378 35
42. TOTAL EXPENDITURES FOR OPERATING THE ROAD [and taxes],	436,959 16
43. Per mile of the road operated,	3,961 70
44. Per mile of single track operated, not including sidings,	3,961 70
45. Per train mile,	83.44 cents.
46. Proportion for Massachusetts,	170,115 72
47. Percentage of expenditures to income,	66 per cent.

Revenue for the Year.

1. Receipts from local passengers on roads operated by this company,	\$174,496 16
2. Receipts from passengers from and to other roads over roads operated by this company,	-
3. Receipts from passengers over other roads as tolls, or for use of cars of this company,	-
4. Receipts from local freight on roads operated by this company,	-
[Receipts from wharfage and weighing],	8,280 19
5. Receipts from freight from and to other roads over roads operated by this company,	439,089 62
6. Receipts from freight over other roads as tolls, or for use of cars of this company,	-
7. Receipts for express	11,723 58
8. Receipts for mails,	8,582 00
9. Receipts as rents for use of road and equipment, when leased,	-
[Receipts from hoisting coal,]	12,483 57
10. Receipts as rents for use of property other than above,	2,582 50
11. Total earnings,	657,237 62
12. Per mile of road operated,	6,011 50
13. Per mile of road operated,—computed as single track, not including sidings,	-
14. Per train mile,	1 26
15. Proportion for Massachusetts,	258,133 94
16. Income from other roads,	-
17. Income from all other sources,*	-
18. TOTAL INCOME,	657,237 62
19. Percentage of income to capital stock and debt,	16 per cent.
20. Percentage of income to total means applied to construction, equipment, &c.,	15 per cent.

Net Income, Dividends, &c.

1. Total net income above operating expenses [and taxes],	\$220,278 46
2. Percentage of net income to capital stock and debt,	5.52 per ct.
3. Percentage of net income to total means applied to construction, equipment, &c.,	5.38 per ct.
4. Paid for interest [on bonds, &c. (bonds, \$114,500.32; F. debt, \$13,865.14)],	128,365 46
5. Paid in dividends 3 per cent. for the year,	63,000 00
6. Paid to sinking funds,	-

7. Balance for the year or surplus,		\$28,913 00
8. Surplus at commencement of the year,	\$71,526 61	
[Less amount paid on construction account,]	35,551 40	
		35,975 21
9. Total surplus,*		68,713 89
10. Invested as follows:—		
Cash and loans,		} 27,846 50
Balance of accounts due from other roads,		
Other uncollected accounts,		—
Materials for repairs,		} 40,867 39
Fuel and stores,		
Any other items,		—

General Balance Sheet at last Closing of Accounts.

DR.

COST OF ROAD, VIZ.:—

Account cost of road,	\$2,579,108 87	
wharf and fixtures,	119,182 56	
imps. New Haven,	213,314 75	
New Hartford extension,	260,899 45	
new water stations,	976 58	
Holyoke & Westfield Railroad,	173,656 55	
discount on bonds,	35,000 00	
		\$3,382,138 76

EQUIPMENT, VIZ.:—

Account engine and tenders,	\$247,214 56	
freight cars,	371,513 87	
passenger and baggage cars,	81,584 48	
machinery in shops,	51,785 47	
W. air-brake,	3,158 51	
steam-shovel,	249 81	
		755,506 70
Holyoke & Westfield Railroad stock,		20,000 00

Total means applied to construction and equipment account,	\$4,157,645 46
Joel Hayden and others,	29,364 23
Cash on hand and due from agents, &c.,	27,846 50
Interest account,	10,617 62
Materials, &c., on hand,	40,867 39
Taxes and insurance,	26,451 72
	\$4,292,792 92

CR.

Capital stock (200 scrip),	\$2,100,000 00
Seven per cent. bonds,	1,000,000 00
Six per cent. bonds, 1880,	400,000 00
Six per cent. bonds, 1882,	350,000 00

* Total surplus, as per trial balance, \$175,467.56.

Income and expenditure account,*	\$212,536 90
Unpaid coupons,	2,410 62
Unpaid dividends,	5,063 00
Bills payable,	{ \$203,115 92 } 18,000 00 } 221,115 92
Balance, earnings, and interest Holyoke and Westfield R. R.,	1,666 48
	<hr/> \$4,292,792 92

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	—	—	—	—	—	—
Employés,	—	—	—	—	—	—
Others,	—	—	—	—	—	—

Statement of each Accident.

[All in Connecticut.]

November 11, 1871.—Down freight train ran over a boy named John Pryor, at Plainville, who was trying to get on the cars. He had just been warned by the switchman to keep off.

February 6, 1872.—John Gilmore, colored, was found dead beside the track below Plainville; indications of having been struck by a passing engine; had been often seen drunk, and sent away from road.

April 27.—The engine of up freight train struck one of two wagons whose drivers were racing, at Avon station, killing Henry Cleveland, and somewhat injuring Daniel Merrill, both of New Hartford, and also killing the horses.

September 28, 1872.—Nellie E. Russell, six years old, playing on the track near Canal Street, New Haven, was struck by engine of down express train, and killed.

Name and Residence of Officers.

Joseph E. Sheffield, *President*, New Haven, Conn.; Chas. N. Yeamans, *Vice-President*, Westfield, Mass., Stephen D. Pardee, *Treasurer*, New Haven, Conn.; Edward A. Ray, *Secretary*, New Haven, Conn.

* From this amount should be deducted the debit items "interest account," \$10,617.62; "taxes and insurance," \$26,451.72, leaving the surplus account, \$175,467.56. [Com.]

Proper Address for the Company.

NEW HAVEN AND NORTHAMPTON RAILROAD COMPANY, 271 CHAPEL STREET, TRADESMEN'S BANK BUILDING, NEW HAVEN, CONN.

JOS. E. SHEFFIELD, *Prest.*,
S. D. PARDEE,
A. L. KIDSTON,
M. G. ELLIOTT,
H. M. WELCH,
CHAS. N. YEAMANS, *Vice-Prest.*,

Directors of the New Haven and Northampton Railroad Company.

COMMONWEALTH OF CONNECTICUT.

NEW HAVEN COUNTY, SS. NEW HAVEN, November 25, 1872. Then personally appeared Joseph E. Sheffield, S. D. Pardee, A. L. Kidston, H. M. Welch, Chas. N. Yeamans and M. G. Elliott, and severally made oath to the truth of the foregoing statement by them subscribed, to the best of their knowledge and belief.

GEO. A. BUTLER, *Notary Public.*

R E P O R T

OF THE

NEW LONDON NORTHERN RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts.	
1. Capital stock authorized by charter,	\$2,000,000 00
2. Capital stock authorized by votes of company,	1,418,800 00
3. Capital stock paid in (number of shares,),	1,418,800 00
4. Capital stock issued,	1,418,800 00
5. Capital stock paid in per mile of road owned by company,	14,188 00
6. Capital stock paid in, proportion for Massachusetts,	624,272 00
7. Par value of shares,	100 00
8. Funded debt as follows:—	
1st mortgage bonds, due Sept. 1, 1885, rate of interest, 6 per cent.,	\$300,000 00
2d mortgage bonds, due July 1, 1892, rate of interest, 7 per cent.,	76,500 00
3d mortgage bonds, due rate of interest,	—
9. Total amount of funded debt,	376,500 00
10. Unfunded debt, incurred for construction, equipment or purchase of property,	45,000 00
11. Debt incurred for any other purpose, and for what,	—
12. Total amount of debt,	421,500 00
13. Proportion of debt for Massachusetts,	185,460 00
14. Proportion of debt per mile of road,	4,215 00
15. Total cash realized from capital and debt,	1,840,300 00
16. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property,	—
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,	*1,840,300 00
18. Proportion of above for Massachusetts,	809,732 00
19. Number of stockholders,	245
20. Amount of stock held in Massachusetts,	173,600 00
21. Number of stockholders in Massachusetts,	24

* This does not agree with the "whole amount of permanent investments," as given on the next page, or as shown in balance sheet. [Com.

Cost of Road, Equipment and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.

- 1. Grading and masonry,
- 2. Bridging,
- 3. Superstructure, including rails,
- 4. Land, land damages and fences,
- 5. Passenger and freight stations, wood-sheds and water stations,
- 6. Engine-houses, car-sheds and turn-tables,
- 7. Interest paid during construction, discount, &c.
- 8. Engineering, agencies, salaries and other expenses during construction,
- 9. *Total expended for construction,*
- 10. Average cost of construction per mile of road built by company,
- 11. Same per mile of single track built by company, not including sidings,
- 12. Proportion of cost of construction for Massachusetts,

EQUIPMENT.

- 13. Locomotives and snow-plows,
- 14. Passenger, mail and baggage cars,
- 15. Freight and other cars,
- 16. Machine-shops, machinery and tools,
- 17. *Total for equipment,*
- 18. Average cost of equipment *per mile of road operated* by company,
- 19. Proportion for Massachusetts,

PROPERTY PURCHASED.

- 20. branch, original cost, ,
- purchased for ,
- 21. Stock of , shares, purchased for ,
- 22. Bonds of road, nominal amount, , purchased for ,
- 23. Steamboat , nominal amount , purchased for ,
- 24. Lands in not necessary for operation of road,
- 25. Other property purchased,
- 26. *Total property purchased,*
- 27. Property in Massachusetts (including proportion of equipment),
- 28. WHOLE AMOUNT OF PERMANENT INVESTMENTS,
- 29. Proportion for Massachusetts,
- 30. Amount of sinking and contingent funds,

These items only to be had from books of the New London, Willimantic & Palmer Corporation, not in possession of this company. See returns of this company for 1871.

\$1,530,330 78
673,345 54

Description of Road.

- 1. Length of main line of road from New London to Miller's Falls,
- Length of main line of road in Massachusetts,
- In other States, specifying each [Connecticut],
- 2. Length of line with track laid, if road is not completed,
- 3. Length of double track on main line,
- 4. Branches owned by company. Name and description of each single or double track, ; length,
- 5. Total length of branches owned by company,

100 miles.	
44 miles.	
56 miles.	
-	-
-	-
-	-
-	-

6. Total length of branches owned by company in Massachusetts,	-	-
7. Total length of branches owned by company in other States, specifying each,	-	-
8. Length of double track on branches,	-	-
9. Total length of road belonging to this company,		100 miles.
10. Aggregate length of sidings and other tracks not above enumerated,		10.31 miles.
11. Same in Massachusetts,		2.5 miles.
12. Aggregate length of tracks belonging to this company, computed as single track,		110.31 miles.
13. Same in Massachusetts,		46.5 miles.
14. Total length of steel rails in tracks belonging to this company,	-	-
[Weights per yard,]		
15. Total length of steel-top rails in tracks belonging to this company,	-	-
[Weights per yard,]		
16. Miles of telegraph on line of road,		100
17. Miles of telegraph owned by this company,	-	-
18. Number of telegraph offices in company's stations,		7
19. Number of telegraph stations operated by this company,		7
20. Number of telegraph stations operated jointly by railroad and telegraph company,	-	-
21. Number of spans of bridges of 25 feet and upwards,		39
22. Number of iron bridges (aggr'te length,),		None.
23. Number of wooden bridges (aggr'te length, 9,151 feet),		99
24. BRIDGES BUILT WITHIN THE YEAR.		
[None.]		
25. Number of crossings of highways at grade,		91
26. Number of crossings of highways over railroad,		4
27. Number of crossings of highways under railroad,		4
28. Number of highway bridges 18 feet above track,		4
29. Number of highway bridges less than 18 feet above track,		None.
30. Number of crossings at which gates or flagmen are maintained,		1
31. Number of crossings at which there are neither gates nor flagmen,		90
32. Number of railroad crossings at grade,		3
33. Number of railroad crossings over other railroads,		None.
34. Number of railroad crossings under other railroads,		None.

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

35. Name, description and length of each— [Ware River Railroad,]	15.5 miles.	
36. Total length of above roads,		15.5 miles.
37. Total length of above roads in Massachusetts,	15.5 miles.	
38. Total length of above roads in other States, specifying each,	-	-
39. Total miles of road operated by this company,		115.5 miles.
40. Total miles of road operated by this company in Massachusetts,		59.5 miles.

41. Number of stations on all roads operated by this company,		42
42. Same in Massachusetts,		20
Rolling Stock.		
	Total number.	Per mile of road operated.
1. Locomotives (average weight of engines in working order, 23 tons),	20	.173
2. Tenders (average weight of tenders full of fuel and water, 5 tons),	20	
(Average joint weight of engines and tenders, 28 tons.)		
3. Snow-plows (average weight, 7 tons),	2	
4. Passenger cars (average weight, 12 tons),	15	.130
5. Mail and baggage cars (av'ge weight, 10 tons),	9	.079
6. 8-wheel box freight cars (av'ge weight, 16,000 lbs.),	113	
7. 4-wheel box freight cars (av. weight,),	-	-
8. 8-wheel platform cars (av. weight, 13,500 lbs.),	134	
9. 4-wheel platform cars (av. weight,),	-	-
10. Other cars (coal, gravel, &c.),	82	
11. Total freight cars, including coal, &c., on a basis of 8 wheels,	329	2.849
12. Number of locomotives equipped with train brakes,	-	-
(Kind of brake,)		
13. Number of cars equipped with train brakes,	-	-
(Kind of brake,)		
14. Number of passenger cars in proportion to passengers carried one mile,	1 to 340,886.	
Mileage, Traffic, &c.		
1. Miles run by passenger trains,		204,129
2. Rate of speed of express passenger trains, including stops,	-	-
3. Rate of speed of accommodation trains, including stops,	23 miles.	
4. Miles run by freight trains,		185,814
5. Rate of speed of freight trains, including stops,	9½ miles.	
6. Miles run by other trains, and for what purposes,		10,034
7. Total train miles run,		399,977
8. Number of through passengers (whole length of road),	-	-
9. Number of local passengers (over part of road),	-	-
10. Total number of passengers carried,		342,422
11. Total passenger mileage, or passengers carried one mile,		5,113,297
12. Passenger mileage to and from other roads,	-	-
13. Number of tons carried,		199,706
14. Total freight mileage, or tons carried one mile,		9,363,558
15. Freight mileage to and from other roads,		6,953,181
16. Average rate of fare per mile (not including season tickets) received from passengers on roads operated by this company,	-	-
17. Average rate of fare per mile received from passengers to and from other roads,*	-	-
18. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket,	-	-
Average rate of fare per mile for all passengers,	-	-
19. Average rate of freight per ton per mile on roads operated by this company,		5.8 cents.

* After deducting all allowances for tolls, or use of cars, &c.

20. Average rate of freight per ton per mile to and from other roads,*	2.5 cents.
21. Average number of cars in passenger trains, including baggage cars,	3
22. Average number of cars in freight trains (basis of 8 wheels),	20
23. Average weight of passenger trains, including locomotive and tender, in working order,	72 tons.
24. Average weight of freight trains, including locomotive and tender, in working order,	335 tons.
25. Number of persons regularly employed by company, including officials,	350

Classification of Business.

PASSENGERS.

1. Passengers coming from other States,†	-
2. Passengers going to other States,†	-
3. Passengers travelling only within this State,	-
4. Total season-ticket passengers (round trip),	-
5. Passengers to Boston (including season),‡	-
6. Passengers from Boston (including season),‡	-
7. Season-ticket passengers to and from Boston (one round trip daily),‡	-

FREIGHT, IN TONS.

	Brought from other States.	Carried to other States.	Carried within this State only.	Taken from Boston.‡	Carried to Boston.‡
1. Anthracite coal,	11,632	-	302	-	-
2. Bituminous coal,	61	-	-	-	-
3. Petroleum,	121	120	-	-	-
4. Railroad iron, including steel and steel-capped rails,	-	1,500	125	-	-
5. Castings and other iron,	92	82	458	-	-
6. Other metals,	-	-	-	-	-
7. Iron and other ores,	15	-	51	-	-
8. Stone and brick,	914	48	25,554	-	-
9. Lime, cement and sand,	227	540	-	-	-
10. Lumber,	1,151	584	3,892	-	-
11. Ice,	-	-	-	-	-
12. Live stock,	313	70	315	-	-
13. Dressed carcasses, smoked and salted meats,	-	-	-	-	-
14. Flour,	1,264	38	2,520	-	-
15. Grain,	3,147	105	1,967	-	-
16. Other agricultural products,	880	112	1,068	-	-
17. Manufactures not included above,§	66	3,929	3,107	-	-
18. Merchandise,§	3,363	1,425	5,700	-	-
19. Other articles,	1,344	540	3,986	-	-
20. Total tons carried,	24,590	9,089	49,045	-	-

* After deducting all allowances for tolls, use of cars, &c.

† Apply only to roads crossing the State line.

‡ Apply only to the roads terminating in Boston.

§ Manufactured articles starting from the place of manufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depot for sale, they become a part of the general merchandise of the place, and on any second transit are to be reckoned under the second head.

Expenditures Charged to Capital Account during the Year.

1. Main line, extension or alteration of road,	-
2. Branches, extension or alteration of road, specifying each, . .	-
3. Double track extension,	-
4. Land,	-
5. Passenger and freight stations, wood-sheds and water stations,	-
6. Engine-houses, car-sheds, and turn-tables,	-
7. New locomotives and snow-plows,	-
8. New passenger cars,	-
9. New mail and baggage cars,	-
10. New freight cars,	-
11. Machine-shops, machinery and tools,	-
12. Purchase of other roads, specifying what,	-
13. Subscriptions or loans to other roads, specifying what, . .	-
14. Any other expenditures charged to capital account,	-
15. TOTAL,	-

Expenditures on Operating Account for the Year.

MAINTENANCE OF WAY AND BUILDINGS.

1. Repairs of road, exclusive of bridges and new rails,*	}	\$134,552 83
2. New iron rails, deducting old rails sold (number of miles weight per yard),*		
3. Steel rails (number of miles weight per yard,)		-
4. Repairs of bridges,		9,952 64
5. Repairs of buildings and fixtures,		9,710 55
6. Repairs of fences, road crossings, and signs,		1,598 58
7. Removing ice and snow,		-
8. Other expenses,		1,156 44
9. Total for maintenance of way and buildings,		156,971 04
10. Per mile of road kept in repair,		1,245 80
11. Per mile of single track kept in repair, not including sidings, .		1,356 36
12. Of the above total there was expended for other than ordinary repairs,		-

TRAFFIC EXPENSES.

TRAFFIC EXPENSES.		
13. Repairs of locomotives and snow-plows,†	. . . . .	38,409 17
14. New locomotives and snow-plows,†	. . . . .	—
15. Repairs of machine-shops and machinery,†	. . . . .	4,163 02
16. New machine-shops and machinery,†	. . . . .	—
17. Repairs of passenger, baggage and mail cars,†	. . . . .	10,760 33
18. New passenger, baggage and mail cars,†	. . . . .	—
19. Repairs of freight and other cars,†	. . . . .	39,243 62
20. New freight and other cars,†	. . . . .	—
21. Fuel—number of cords of wood, ; cost,†	. . . . .	72,992 46
22. Fuel—number of tons of coal, ; cost,†	. . . . .	—
23. Oil and waste,†	. . . . .	5,544 55
24. Amount paid other corporations or individuals not operating railroads, for use of cars, and for repairs of same,	. . . . .	—
25. Salaries, wages, and incidentals, chargeable to passenger department,	. . . . .	32,601 13
26. Salaries, wages and incidentals, chargeable to freight depart- ment,	. . . . .	54,570 89
27. Wages of switchmen, gate-keepers, signal-men, and watch- men, unless included above,	. . . . .	7,852 09
28. Gratuities and damages, passenger account,	. . . . .	} 2,731 63
29. Gratuities and damages, freight account,	
30. Other expenditures,	. . . . .	5,369 29
31. Total of traffic expenses,	. . . . .	274,238 18
32. Per mile of road operated,	. . . . .	2,176 50
33. Per mile of single track operated, not including sidings,	. . . . .	2,384 76

* Including labor and materials in new sidings.

† To include oil, fuel, clerks, watchmen and incidentals about shops.

‡ For cars and engines.

MISCELLANEOUS.

34. Amount paid other companies as rent for use of road, specifying each company and amount,	-
35. Telegraph expenses,	-
36. United States taxes and stamps,	\$1,993 93
37. State taxes,	14,798 77
38. Local taxes,	561 63
39. Insurance, loss by fire, and damages paid for fires set by engines,	7,602 85
40. General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the foregoing items,	11,251 98
41. <i>Total miscellaneous</i> ,	36,209 16
42. TOTAL EXPENDITURES FOR OPERATING THE ROAD,	467,418 38
43. Per mile of the road operated,	3,709 86
44. Per mile of single track operated, not including sidings,	4,064 50
45. Per train mile,	-
46. Proportion for Massachusetts,	230,011 32
47. Percentage of expenditures to income,	73 per cent.

Revenue for the Year.

1. Receipts from local passengers on roads operated by this company,	\$215,312 93
2. Receipts from passengers from and to other roads over roads operated by this company,	
3. Receipts from passengers over other roads as tolls, or for use of cars of this company,	
4. Receipts from local freight on roads operated by this company,	
5. Receipts from freight from and to other roads over roads operated by this company,	295,493 00
6. Receipts from freight over other roads as tolls, or for use of cars of this company,	
7. Receipts for express,	
8. Receipts for mails,	8,379 16
9. Receipts as rents for use of road and equipment, when leased,	21,366 42
10. Receipts as rents for use of property other than above,	
11. Total earnings,	548,115 43
12. Per mile of road operated,	4,350 12
13. Per mile of road operated,—computed as single track, not including sidings,	4,766 22
14. Per train mile,	-
15. Proportion for Massachusetts,	269,707 44
16. Income from other roads,	-
17. Income from all other sources,	92,067 31
18. TOTAL INCOME,	640,182 70
19. Percentage of income to capital stock and debt,	34.733 per ct.
20. Percentage of income to total means applied to construction, equipment, &c.,	41.833 per ct.

Net Income, Dividends, &c.

1. Total net income above operating expenses,	\$172,764 32
2. Percentage of net income to capital stock and debt,	9.39 per ct.
3. Percentage of net income to total means applied to construction, equipment, &c.,	11.21 per ct.
4. Paid for interest,	33,631 74
5. Paid in dividends per cent for the year,*	-

* On the 1st December, 1871, this road passed into the control of J. Gregory Smith, W. C. Smith and B. P. Cheney, by a contract made with them, a copy of which may be found at the end of this volume. Since that date the road has been operated by them in connection with the Vermont Central Railroad, and the above returns for ten months from that date have been taken from the books of the corporation managing that road; for October and November, 1871, from

6. Paid to sinking funds,	—
7. Balance for the year or surplus,	—
8. Surplus at commencement of the year,	—
9. Total surplus,*	—
10. Invested as follows:—	
Cash and loans,	—
Balance of accounts due from other roads,	—
Other uncollected accounts,	—
Materials for repairs,	—
Fuel and stores,	—
Any other items,	—

General Balance Sheet at last Closing of Accounts.

[Books last closed, December 1, 1871.]

DR.	
Construction account,	\$1,530,330 78
Second mortgage and income bonds, cancelled,	109,205 00
Woodland,	9,040 31
Holt property,	12,726 00
Materials on hand,	92,067 31
Sundry accounts and notes due,	26,046 97
Cash,	26,841 66
	<hr/>
	\$1,806,258 03

CR.	
Capital stock,	\$971,400 00
Six per cent. bonds, 1885,	300,000 00
Seven per cent. bonds, convertible,	199,000 00
Seven per cent. bonds, convertible, 1891,	200,000 00
Due New London Savings Bank,	37,500 00
Dividends unpaid,	1,396 00
Due connecting roads, and other accounts,	45,065 16
Profit and loss,	51,896 87
	<hr/>
	\$1,806,258 03

Name and Residence of Officers.

A. N. Ramsdell, *President*, New London, Conn.; Robert Coit, Jr., *Treasurer* and *Secretary*, New London, Conn.; Geo. T. Benedict, *Superintendent*, New London, Conn.

books of N. L. N. R. R. Co. On December 30, 1871, the New London Northern Railroad Company paid a dividend of four per cent. from the earnings of six months previous to that date, and have since paid two dividends of five per cent. each from receipts from the aforesaid parties, under the contract.

* Total surplus, as per general balance, \$51,896.87. [Com.]

Proper Address for the Company.

THE NEW LONDON NORTHERN RAILROAD COMPANY, NEW LONDON,
CONNECTICUT.

A. N. RAMSDELL,
WM. H. BARNES,
AUG. BRANDEGEE,
W. W. BILLINGS,
ROB. COIT, JR.,

Directors of the New London Northern Railroad Company.

STATE OF CONNECTICUT.

COUNTY AND CITY OF NEW LONDON, SS. November 13, 1872. Then personally appeared A. N. Ramsdell, W. W. Billings, Wm. H. Barnes, Aug. Brandeggee, and Robert Coit, Jr., and severally made oath to the truth of the foregoing statement by them subscribed.

ALFRED COIT, *Justice of the Peace.*

R E P O R T

OF THE

NORWICH AND WORCESTER RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

[This road was leased to the Boston, Hartford & Erie R. R. Co., and is operated by the trustees of that road.]

Capital Stock and Debts.	
1. Capital stock authorized by charter,	\$2,825,000 00
2. Capital stock authorized by votes of company,	2,825,000 00
3. Capital stock paid in, number of shares,	*2,364,400 00
4. Capital stock issued,	-
5. Capital stock paid in per mile of road owned by company,	39,406 66 $\frac{2}{3}$
6. Capital stock paid in, proportion for Massachusetts,	788,133 33 $\frac{2}{3}$
7. Par value of shares,	100 00
8. Funded debt as follows:—	
1st mortgage bonds, due July 1, 1877, rate of interest, 6 per cent.,	\$400,000 00
2d mortgage bonds, due July 1, 1874, rate of interest, 7 per cent.,	59,000 00
3d mortgage bonds, due July 1, 1874, rate of interest, 7 per cent.,	150,000 00
[4th mortgage bonds, due July 1, 1877, rate of interest, 7 per cent.,]	150,000 00
9. Total amount of funded debt,	759,000 00
10. Unfunded debt, incurred for construction, equipment or purchase of property,	-
11. Debt incurred for any other purpose, and for what,	35,526 27
12. Total amount of debt,	794,526 27
13. Proportion of debt for Massachusetts [practical division, $\frac{2}{3}$ and $\frac{1}{3}$],	One-third. 264,842 09
14. Proportion of debt per mile of road,	13,375 86
15. Total cash realized from capital and debt,	-
16. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property,	216,604 62
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,	3,395,530 89
18. Proportion of above for Massachusetts,	1,131,843 63
19. Number of stockholders,	496
20. Amount of stock held in Massachusetts,	17,251 shares.
21. Number of stockholders in Massachusetts,	403

* Stock paid in as per general balance, \$2,823,400. [Com.]

Cost of Road, Equipment and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.

1. Grading and masonry,	\$614,529 42	
2. Bridging.	32,750 59	
3. Superstructure, including rails,	357,181 48	
4. Land, land damages and fences,	142,591 71	
5. Passenger and freight stations, wood-sheds and water stations,	49,168 93	
6. Engine-houses, car-sheds and turn-tables,	-	-
7. Interest paid during construction, discount, &c.,	1,198,260 50½	
8. Engineering, agencies, salaries and other expenses during construction,	69,499 50½	
9. Total expended for construction,		\$2,463,982 64
10. Average cost of construction per mile of road built by company,		41,066 37½
11. Same per mile of single track built by company, not including sidings,	-	-
12. Proportion of cost of construction for Massachusetts,	One-third.	821,327 54½

EQUIPMENT.

13. Locomotives and snow-plows,	75,540 44	
14. Passenger, mail and baggage cars,	31,524 88	
15. Freight and other cars,	42,646 25	
16. Machine-shops, machinery and tools,	-	-
17. Total for equipment,		149,711 57
18. Average cost of equipment per mile of road operated by company,		43,561 57
19. Proportion for Massachusetts,	One third.	14,520 52½

PROPERTY PURCHASED.

20. Allyn's Point branch, original cost [built by company],	177,544 29	
[Junction with New London Northern R. R. at Norwich, built by company,]	54,941 67	
[Winthrop's Point, at New London,] purchased for	9,733 80	
[New shops and engine-house,] purchased for	155,372 57	
[New wharf,] purchased for	111,319 77	
21. Stock of road, shares, purchased for	-	-
22. Bonds of road, nominal amount, purchased for	-	-
23. Steamboat [or Norwich & New York Trans. Co.'s stock,]	270,000 00	
24. Lands in Conn. not necessary for operation of road,	-	-
[Lands in Mass. not necessary for operation of road,]	2,924 58	
25. Other property purchased,	-	-
26. Total property purchased [for particulars, see 10th page report of 1871,]		781,836 68
27. Property in Massachusetts (including proportion of equipment),	-	-
28. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		3,395,530 89
29. Proportion for Massachusetts,		1,131,843 63
30. Amount of sinking and contingent funds,		1,027,000 00
Viz: Mass. sinking fund,	\$318,000 00	
Collateral R. R. stock,	400,000 00	
C. M. Coit, trustee, in trust for \$25,000 note,	*30,000 00	

* Included in bills payable, \$150,000.00.

G. L. Perkins, treas., in trust for
note pledged, . . . \$9,000 00
Stock Norwich & New York
Trans. Co., not now pledged, . *270,000 00

Description of Road.

1. Length of main line of road from Norwich to Worcester,		59.4
Length of main line of road in Massachusetts,	17.4	
In other States, specifying each, . . .	-	-
2. Length of line with track laid, if road is not completed, . . .	-	-
3. Length of double track on main line, . . .	-	-
4. Branches owned by company. Name and description of each single or double track— [Allyn's Point extension, single track,] length,	7	
5. Total length of branches owned by company, . .	7	
6. Total length of branches owned by company in Massachusetts, . . .	-	-
7. Total length of branches owned by company in other States, specifying each, . . .	-	-
8. Length of double track on branches, . . .		66.4
9. Total length of road belonging to this company, . . .	-	-
10. Aggregate length of sidings and other tracks not above enumerated, . . .		13.1
11. Same in Massachusetts, . . .		4
12. Aggregate length of tracks belonging to this company, computed as single track, . . .		79.5
13. Same in Massachusetts, . . .		21.4
14. Total length of steel rails in tracks belonging to this company, . . .		1.5
[Weights per yard, 56 lbs.]		
15. Total length of steel-top rails in tracks belonging to this company, . . .		None.
[Weights per yard, . . .]		
16. Miles of telegraph on line of road, . . .		59.4
17. Miles of telegraph owned by this company, . .		None.
18. Number of telegraph offices in company's stations, . . .		7
19. Number of telegraph stations operated by this company, . . .		2
20. Number of telegraph stations operated jointly by railroad and telegraph company, . . .	-	-
21. Number of spans of bridges of 25 feet and upwards, . . .		22
22. Number of iron bridges (aggregate length, 105 feet), . . .		6
23. Number of wooden bridges (aggregate length, 2,800 ft.), . . .		21

24. BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	Kind.	Material.	Length.	When built.
Jewett City, . . .	"Howe" truss,	Wood, . . .	216 feet, . . .	Jan. and Feb., 1872.
" " . . .	Stringer, . . .	" " . . .	34 " . . .	July, 1872.
Plainfield, . . .	Truss, . . .	Iron, . . .	19 " . . .	" "
Thompson, . . .	Stringer (four spans), . . .	Wood, . . .	100 " . . .	Sept., "
Oxford, . . .	Truss, . . .	" " . . .	40 " . . .	" "

* See note on p. 309.

25. Number of crossings of highways at grade,	61
26. Number of crossings of highways over railroad,	4
27. Number of crossings of highways under railroad,	5
28. Number of highway bridges 18 feet above track,	1
29. Number of highway bridges less than 18 feet above track,	5
30. Number of crossings at which gates or flagmen are maintained,	8
31. Number of crossings at which there are neither gates nor flagmen,	53
32. Number of railroad crossings at grade,	4
33. Number of railroad crossings over other railroads,	None.
34. Number of railroad crossings under other railroads,	None.

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.*

35. Name, description and length of each—		
36. Total length of above roads,	-	-
37. Total length of above roads in Massachusetts,	-	-
38. Total length of above roads in other States, specifying each,	-	-
39. Total miles of road operated by this company,	-	-
40. Total miles of road operated by this company in Massachusetts,	-	-
41. Number of stations on all roads operated by this company,	-	-
42. Same in Massachusetts,	-	-

Rolling Stock.

	Total number.	Per mile of road operated.
1. Locomotives (average weight of engines in working order, 52,820 lbs.),	20	.301
2. Tenders (average weight of tenders full of fuel and water, 30,760 lbs.),	-	-
(Average joint weight of engines and tenders,)		
3. Snow-plows (average weight 25,770 lbs.),	1	
4. Passenger cars (average weight, 33,150 lbs.),	15	.226
5. Mail and baggage cars (av'ge weight, 31,500 lbs.)	6	.09
6. 8-wheel box freight cars (av. weight, 16,560 lbs.)	226	
7. 4-wheel box freight cars (av. weight, 8,550 lbs.)	30	
8. 8-wheel platform cars [coal] (av'ge weight, 13,400 lbs.),	178	
9. 4-wheel platform cars (av'ge weight, lbs.)	-	-
10. Other cars (coal, gravel, &c.) [dump coal cars, 4-wheel, 9,040 lbs.],	208	
11. Total freight cars, including coal, &c., on a basis of 8 wheels,	523	7.89
12. Number of locomotives equipped with train brakes,		None.
(Kind of brake,)		
13. Number of cars equipped with train brakes,		None.
(Kind of brake,)		
14. Number of passenger cars in proportion to passengers carried one mile,	1 to 465,768.	

* This company does not lease any road, but the Norwich and Worcester Railroad is operated under a lease by the Boston, Hartford & Erie R. R. Co.

Mileage, Traffic, &c.

1. Miles run by passenger trains,	166,900
2. Rate of speed of express passenger trains, including stops,	30 miles.
3. Rate of speed of accommodation trains, including stops,	22 to 25 miles.
4. Miles run by freight trains,	238,916
5. Rate of speed of freight trains, including stops,	15 to 17 miles.
6. Miles run by other trains, and for what purposes,	4,293
7. Total train miles run,	410,089
8. Number of through passengers (whole length of road),	24,898
9. Number of local passengers (over part of road),	347,943
10. Total number of passengers carried,	372,841
11. Total passenger mileage, or passengers carried one mile,	6,986,518
12. Passenger mileage to and from other roads,	2,096,330
13. Number of tons carried,	346,367
14. Total freight mileage, or tons carried one mile,	13,270,243
15. Freight mileage to and from other roads,	5,538,380
16. Average rate of fare per mile (not including season tickets) received from passengers on roads occupied by this company,	3.41 cents.
17. Average rate of fare per mile received from passengers to and from other roads,*	3.33 cents.
18. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket, . . . . .	.090 cents.
Average rate of fare per mile for <i>all</i> passengers,	-
19. Average rate of freight per ton per mile on roads operated by this company,	3.80 cents.
20. Average rate of freight per ton per mile to and from other roads,	4.30 cents.
21. Average number of cars in passenger trains, including baggage cars,	3
22. Average number of cars in freight trains (basis of 8 wheels),	22
23. Average weight of passenger trains, including locomotive and tender, in working order,	107
24. Average weight of freight trains, including locomotive and tender, in working order,	242
25. Number of persons regularly employed by company, including officials,	391

Classification of Business.**PASSENGERS.**

1. Passengers coming from other States,†	49,850
2. Passengers going to other States,†	62,875
3. Passengers travelling only within this State,	129,650
4. Total season-ticket passengers (round trip),	-
5. Passengers to Boston (including season),‡	-
6. Passengers from Boston (including season),‡	-
7. Season-ticket passengers to and from Boston (one round trip daily),‡	-

* After deducting all allowances for tolls, use of cars, &c.

† Apply only to roads crossing the State line.

‡ Apply only to the roads terminating in Boston.

FREIGHT, IN TONS.

	Brought from other States.	Carried to other States.	Carried within this State only.	Taken from Boston.*	Carried to Boston.*
1. Anthracite coal, . . .	51,716	5,647	79	-	-
2. Bituminous coal, . . .	13,334	143	39	-	-
3. Petroleum, . . .	97	92	21	-	-
4. Railroad iron, including steel and steel-capped rails, . .	1,571	810	-	-	-
5. Castings and other iron, . .	5,410	1,889	193	-	-
6. Other metals, . . .	1,447	12	43	-	-
7. Iron and other ores, . . .	2,489	176	31	-	-
8. Stone and brick, . . .	3,084	3,429	845	-	-
9. Lime, cement and sand, . .	1,233	808	543	-	-
10. Lumber, . . .	2,681	2,408	1,945	-	-
11. Ice, . . .	5	-	-	-	-
12. Live stock, . . .	171	360	50	-	-
13. Dressed carcasses, smoked and salted meats, . . .	51	286	77	-	-
14. Flour, . . .	1,179	1,207	1,623	-	-
15. Grain, . . .	109	7,787	4,080	-	-
16. Other agricultural products, .	790	100	81	-	-
17. Manufactures not included above,† . . .	5,310	46,306	1,841	-	-
18. Merchandise,† . . .	45,559	7,233	3,704	-	-
19. Other articles, . . .	5,711	5,201	50	-	-
20. Total tons carried, . . .	141,947	83,894	15,045	-	-

Expenditures Charged to Capital Account during the Year.

1. Main line, extension or alteration of road, . . .	-
2. Branches, extension or alteration of road, specifying each, .	-
3. Double track extension, . . .	-
4. Land, . . .	-
5. Passenger and freight stations, wood-sheds and water stations, . . .	-
6. Engine-houses, car-sheds, and turn-tables, . . .	-
7. New locomotives and snow-plows, . . .	-
8. New passenger cars, . . .	-
9. New mail and baggage cars, . . .	-
10. New freight cars, . . .	-
11. Machine-shops, machinery and tools, . . .	-
12. Purchase of other roads, specifying what, . . .	-
13. Subscriptions or loans to other roads, specifying what, .	-
14. Any other expenditures charged to capital account, . .	-
15. TOTAL, . . .	-

Expenditures on Operating Account for the Year.

MAINTENANCE OF WAY AND BUILDINGS.

1. Repairs of road, exclusive of bridges and new rails,† . .	\$59,511 46
2. New iron rails, deducting old rails sold (number of miles, 2½, weight per yard, 58 lbs.),† . . .	7,807 00
3. Steel rails (number of miles weight per yard . . .), . . .	-
4. Repairs of bridges, . . .	10,386 77
5. Repairs of buildings and fixtures, . . .	8,754 33
6. Repairs of fences, road crossings and signs, . . .	700 43
7. Removing ice and snow, . . .	115 64
8. Other expenses, . . .	-
9. Total for maintenance of way and buildings, . . .	87,275 63
10. Per mile of road kept in repair, . . .	-

* Apply only to the roads terminating in Boston.

† Manufactured articles starting from the place of manufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depot for sale, they become a part of the general merchandise of the place, and on any second transitaire to be reckoned under the second head.

‡ Including labor and materials in new sidings.

11. Per mile of single track kept in repair, not including sidings,	\$1,314 39
12. Of the above total there was expended for other than <i>ordinary</i> repairs,	-

TRAFFIC EXPENSES.

13. Repairs of locomotives and snow-plows,*	20,820 02
14. New locomotives and snow-plows,*	13,564 46
15. Repairs of machine-shops and machinery,*	-
16. New machine-shops and machinery,*	-
17. Repairs of passenger, baggage and mail cars,*	8,642 87
18. New passenger, baggage and mail cars,*	5,597 99
19. Repairs of freight and other cars,*	34,829 89
20. New freight and other cars,*	-
21. Fuel—number of cords of wood, . . . ; cost,†	19,187 92
22. Fuel—number of tons of coal, . . . ; cost,†	47,095 64
23. Oil and waste,†	5,626 93
24. Amount paid other corporations or individuals not operating railroads, for use of cars, and for repairs of same,	-
25. Salaries, wages and incidentals, chargeable to passenger department,	38,539 10
26. Salaries, wages and incidentals, chargeable to freight depart- ment,	94,867 18
27. Wages of switchmen, gate-keepers, signal-men, and watch- men, unless included above,	10,525 03
28. Gratuities and damages, passenger account,	-
29. Gratuities and damages, freight account,	5,049 57
30. Other expenditures,	-
31. <i>Total of traffic expenses,</i>	303,646 60
32. Per mile of road operated,	3,819 44
33. Per mile of single track operated, not including sidings,	4,588 05

MISCELLANEOUS.

34. Amount paid other companies as rent for use of road, speci- fying each company and amount,	-
35. Telegraph expenses,	-
36. United States taxes and stamps,	-
37. State taxes [Mass., \$11,870.41; Conn., \$19,460.22.],	31,330 63
38. Local taxes [\$1,151.86; U. S. and dividends, \$3,849.87; coupons, \$165.66],	5,167 93
39. Insurance, loss by fire, and damages paid for fires set by engines,	400 00
[General insurance],	3,500 00
40. General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the foregoing items,	46,953 49
41. <i>Total miscellaneous,</i>	87,351 51
42. TOTAL EXPENDITURES FOR OPERATING THE ROAD,	478,273 74
43. Per mile of the road operated,	7,202 91
44. Per mile of single track operated, not including sidings,	-
45. Per train mile,	1 17
46. Proportion for Massachusetts,	62 per cent.
47. Percentage of expenditures to income,	-

Revenue for the Year.

1. Receipts from local passengers on roads operated by this company,	\$166,836 71
2. Receipts from passengers from and to other roads over roads operated by this company,	72,893 82
3. Receipts from passengers over other roads as tolls, or for use of cars of this company,	-

* To include oil, fuel, clerks, watchmen, and incidentals about shops.

† For cars and engines.

4. Receipts from local freight on roads operated by this company,	\$261,378 91
5. Receipts from freight from and to other roads over roads operated by this company,	236,117 93
6. Receipts from freight over other roads as tolls, or for use of cars of this company,	-
7. Receipts for express,	28,206 55
8. Receipts for mails,	5,342 50
9. Receipts as rents for use of road and equipment, when leased,	-
10. Receipts as rents for use of property other than above,	825 83
11. Total earnings,	771,602 25
12. Per mile of road operated,	9,705 60
13. Per mile of road operated,—computed as single track, not including sidings,	11,620 50
14. Per train mile,	1 88
15. Proportion for Massachusetts,	-
16. Income from other roads,	-
17. Income from all other sources— [Steamboat stock, \$27,000 00] [Trustees B. H. & E. R. R. Co., 12,666 93] [Income sinking fund, 16,000 00]	55,666 93
18. TOTAL INCOME,	827,269 18
19. Percentage of income to capital stock and debt,	-
20. Percentage of income to total means applied to construction, equipment, &c.,	-
Net Income, Dividends, &c.	
1. Total net income above operating expenses,	\$348,995 44
2. Percentage of net income to capital stock and debt,	-
3. Percentage of net income to total means applied to construction, equipment, &c.,	-
4. Paid for interest,	47,670 35
5. Paid in dividends 10 per cent. for the year,	237,780 00
6. Paid to sinking funds,	10,000 00
7. Balance for the year or surplus,	63,545 09
8. Surplus at commencement of the year,	668,402 15
9. Total surplus,	731,947 24
10. Invested as follows:— Cash and loans,	61,880 97
Balance of accounts due from other roads [\$20,297.51; Trans. Co., \$27,000.00],	47,297 51
Other uncollected accounts,	3,458 00
Materials for repairs,	26,021 68
Fuel and stores,	28,217 38
Any other items [iron and ties],	30,467 08

General Balance Sheet at last Closing of Accounts.

SEPTEMBER 30, 1872.

DR.

Railroad,	\$2,613,694 21
Extension railroad,	177,544 29
Junction railroad,	54,941 67
Commissioners of sinking fund,	318,000 00
State of Mass., in trust,	400,000 00
Geo. L. Perkins, treas., in trust,	9,000 00
Chas. M. Coit, treas., in trust,	30,000 00
	<hr/>
	\$3,603,180 17

Jedediah Huntington and F. Nichols, trustees,*	\$180,000 00	
Stock Norwich & New York Trans. Co.,*	90,000 00	
Surplus real estate,	2,924 58	
Suspense account,	691 22	
		\$273,615 80
Expenses 2d track to New London,	\$5,033 80	
Expenses land at Winthrop's Point,	4,700 00	
		9,733 80
New shops and engine-house,		155,372 57
New wharf,		111,319 77
Bills receivable,		322 10
Disbursements (inventory),		84,706 14
Boston, Hartford & Erie R. R. Co.,	\$19,712 56	
Managers of New London Northern R. R. Co.,	41 83	
Boston & Albany R. R. Co.,	279 96	
New court-house,	24 50	
City of Norwich,	415 65	
Farmers' Loan & Trust Co.,	1,129 66	
E. E. Andrews, agent,	22,135 40	
D. L. Shumway, D. M.,	1,012 15	
W. W. Chase, D. M.,	3,103 38	
W. W. Robinson, D. M.,	262 50	
E. L. Bancroft, D. M.,	26 90	
Worcester Junction expenses,	263 16	
Norwich & New York Trans. Co., paid since Septem- ber 30, 1872,	27,000 00	
Pierce and Bard,	16 67	
Thames National Bank,	35,013 54	
W. F. Wheeler (bankrupt),	1,118 81	
Steere and Edmund,	7 50	
Mumford and Phetteplace,	3 17	
John Kendall,	13 33	
L. H. Munson,	12 77	
E. S. Burgess & Co.,	24 72	
		111,623 16
		\$1,349,873 51

CR.

Capital stock,	\$2,823,400 00	
Profit and loss,	130,623 08	
Sinking fund,	318,000 00	
		\$3,272,023 08
Massachusetts loan,	\$400,000 00	
Railroad bonds, No. 5,	59,000 00	
Construction bonds,	150,000 00	
Bills payable,	150,000 00	
		759,000 00

* Seven thousand, two hundred shares Norwich & New York Transportation Co.'s, at \$25 per share, \$180,000, as collateral to a R. R. Co.'s bonds for that amount. Bonds all paid by dividends of Transportation Co., represented by credit of \$283,324.16. The whole amount of \$270,000 now stands on the books as stock of Norwich & New York Transportation Co., being 10,800 shares at \$25 cash.

310 NORWICH AND WORCESTER RAILROAD. [Jan.

Steamboat stock, expenses and receipts, . . .	\$283,324 16	
Special account 4th dividend preferred stock,	\$45 00	
Special account 5th and 6th dividends preferred stock,	190 00	
Special account 13th dividend preferred stock,	1,020 00	
Special account 14th dividend preferred stock,	260 00	
Special account 17th, 22d, 23d, &c., . . .	1,279 00	
Special account 29th, 30th and 32d, . . .	415 00	
		3,209 00
Interest on construction bonds, . . .	\$2,625 00	
Interest on R. R. bonds, No. 5, . . .	2,545 98	
Interest on Mass. loan,	6,000 00	
		11,170 98
New London Northern R. R. Co., . . .	\$19,817 00	
Post-office department,	1,304 29	
Wm. Harris,	25 00	
		21,146 29
		<hr/> \$4,349,873 51

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . .	—	—	—	—	—	—
Employés, . . .	—	—	—	—	—	—
Others, , . . .	—	—	—	—	—	—

Statement of each Accident.

May 27, 1872.—Albert Vickers, leg off.

August 17.—Geo. Bancroft, killed.

September 7.—Thos. Burke, killed.

Name and Residence of Officers.

Alba F. Smith, *President*, Norwich, Ct.; George L. Perkins, *Treasurer*, Norwich, Ct.; P. St. M. Andrews, *Superintendent*, Norwich, Ct.; Edw. T. Clapp, *Secretary*, Norwich, Ct.; E. F. Parker, *Master Transportation*, Norwich, Ct.; George A. Harris, *Chief Freight Clerk*, Norwich, Ct.

Proper Address for the Company.

NORWICH AND WORCESTER RAILROAD COMPANY, NORWICH, CT.

A. F. SMITH, *Pres't*,
G. L. PERKINS, *Treas'r*,
P. ST. M. ANDREWS.

STATE OF CONNECTICUT.

NEW LONDON, SS. NORWICH, December 9, 1872. Then personally appeared A. F. Smith, *President*, G. L. Perkins, *Treasurer*, and P. St. M. Andrews, *Superintendent*, Norwich & Worcester R. R. Co., and severally made oath to the truth of the foregoing statement by them subscribed.

GEORGE C. RIPLEY, *Justice of the Peace*.

COMMISSIONERS' THIRTY-SEVENTH ANNUAL REPORT, TO SEPTEMBER 30, 1872.

The undersigned, having been called upon to examine the accounts of the Norwich & Worcester Railroad Company, relative to the expenditures of the road, and to decide what portion of said expenditures are to be charged to the different sections of the road, reports that on the 6th day of November, 1872, I examined the accounts of said company up to the 30th of September, 1872, and found that there had been expended for the road in Connecticut, to the 30th of September, 1872, the sum of \$1,840,597 60
That there had been expended in Massachusetts, to the 30th of

September, 1872, the sum of	773,096 61
Making the whole cost of the road to September 30, 1872, . . .	<u>\$2,613,694 21</u>

I further report that the accounts of the expenditures on the road in each State have been kept separate and distinct, as required by the charter.

That the receipts of the company for twelve months ending September 30, 1872, were* \$771,602 25

Expenditures for repairs of road, cars, bridges, locomotives, station houses, new locomotives, new cars, fuel, passenger and freight expenses, &c.,	478,273 74
	<u>\$293,328 51</u>

From which deduct interest,	47,670 35
	<u>\$245,658 16</u>

Leaving net, after paying expenses and interest,	\$245,658 16
------------------------------------------------------------	--------------

Of which I have set to Massachusetts one-third,	\$81,886 05½
-----------------------------------------------------------	--------------

To Connecticut two thirds,	163,772 10½
	<u>245,658 16</u>

All of which is respectfully submitted.

GEO. C. RIPLEY,

Commissioner for the State of Connecticut.

* Certain items were added to the receipts after the report was returned to this office, which made the total income \$827,269.18, and the net income \$348,995.44. [Com.]

R E P O R T

OF THE

OLD COLONY AND NEWPORT RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts.	
1. Capital stock authorized by charter,	\$6,700,000 00
2. Capital stock authorized by votes of company,	65,000 shares.
3. Capital stock paid in, number of shares, 51,000,*	5,100,020 00
4. Capital stock issued,	50,999 shares.
5. Capital stock paid in per mile of road owned by company,	32,052 42
6. Capital stock paid in, proportion for Massachusetts,	4,170,340 36
7. Par value of shares,	100 00
8. Funded debt as follows:—	
1st mortgage bonds, due, rate of interest	— —
2d mortgage bonds, due, rate of interest	— —
3d mortgage bonds, due, rate of interest	— —
9. Total amount of funded debt,	— —
10. Unfunded debt, incurred for construction, equipment or purchase of property,	3,407,236 14
11. Debt incurred for any other purpose, and for what,	— —
12. Total amount of debt,	3,407,236 14
13. Proportion of debt for Massachusetts,	3,028,994 64
14. Proportion of debt per mile of road,	23,279 89
15. Total cash realized from capital and debt,	\$8,507,256 14
16. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property,	29,951 04
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,	8,537,207 18
18. Proportion of above for Massachusetts,	7,589,331 02
19. Number of stockholders,	3,100
20. Amount of stock held in Massachusetts,	44,619 00
21. Number of stockholders in Massachusetts,	2,844

* In addition to the shares authorized and issued as stated herein, this company, under chapter 143 of the Acts of 1872 (the Act of union with the Cape Cod Railroad), is empowered to issue additional stock equal to the authorized stock of the Cape Cod Railroad Company. Of this amount has been issued in exchange for Cape Cod shares, 9,481 shares, on which one dividend of 3 1/2 per cent. has been paid from the earnings of that company. But as the union of the two companies was not completed before October 1, 1872, the accounts for the past year have been kept separate, and separate returns are now made.

Cost of Road, Equipment and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.

1. Grading and masonry,	\$1,683,799 34	
2. Bridging,	324,871 57	
3. Superstructure, including rails,	1,512,007 56	
4. Land, land damages and fences,	1,650,529 23	
5. Passenger and freight stations, wood-sheds and water stations,	871,368 93	
6. Engine-houses, car-sheds and turn-tables,	245,198 93	
7. Interest paid during construction, discount, &c.,	180,548 61	
8. Engineering, agencies, salaries and other expenses during construction,	564,365 76	
9. <i>Total expended for construction</i> ,		\$7,032,689 93
10. Average cost of construction per mile of road built by company,		48,050 63
11. Same per mile of single track built by company, not including sidings,		44,201 10
12. Proportion of cost of construction for Massachusetts,		6,251,867 46

EQUIPMENT.

13. Locomotives and snow-plows,	298,009 80	
14. Passenger, mail and baggage cars,	200,342 04	
15. Freight and other cars,	258,664 64	
16. Machine-shops, machinery and tools,	134,634 05	
17. <i>Total for equipment</i> ,		891,650 53
18. Average cost of equipment <i>per mile of road operated</i> by company,		5,603 98
19. Proportion for Massachusetts,		729,133 83

PROPERTY PURCHASED.

20. Dorchester & Milton branch, original cost, purchased for	36,937 88	
21. Stock of South Shore road, shares, purchased for	134,375 84	
22. Bonds of N. S. S. Co., nominal amount, purchased for	102,600 00	
[Note of Duxbury & Cohasset R. R. Co.], purchased for	40,000 00	
23. Steamboat nominal amount, purchased for	-	-
24. Lands in not necessary for operation of road,	298,953 00	
25. Other property purchased,	-	-
26. <i>Total property purchased</i> ,		612,866 72
27. Property in Massachusetts (including proportion of equipment),	-	-
28. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		8,537,207 18
29. Proportion for Massachusetts,		7,589,331 02
30. Amount of sinking and contingent funds,	-	-

Description of Road.

1. Length of main line of road from Boston, Mass. to Newport, R. I., including both lines, and line to Plymouth, Mass.,	131.33 miles.
Length of main line of road in Massachusetts,	115.11 miles.
In other States, specifying each [Rhode Island],	16.22 miles.
2. Length of line of track laid, if road is not completed,	-
3. Length of double track on main line,	11.28 miles.

4. Branches owned by company. Name and description of each single or double track—	
[Easton Branch, single track] length, . . .	1.69 miles.
[Dorchester & Milton Branch, single track], length, . . .	3.30 miles.
[Bridgewater Branch, single track] length, . .	6.99 miles.
[Granite Branch, single track] length, . . .	3.10 miles.
5. Total length of branches owned by company, .	15.08 miles.
6. Total length of branches owned by company in Massachusetts,	15.08 miles.
7. Total length of branches owned by company in other States, specifying each,	- -
8. Length of double track on branches,	- -
9. Total length of road belonging to this company,	146.41 miles.
10. Aggregate length of sidings and other tracks not above enumerated,	39.20 miles.
11. Same in Massachusetts,	37.53 miles.
12. Aggregate length of tracks belonging to this company, computed as single track,	196.89 miles.
13. Same in Massachusetts,	179.00 miles.
14. Total length of steel rails in tracks belonging to this company,	14.46 miles.
[Weights per yard, 56 lbs.]	
15. Total length of steel-top rails in tracks belonging to this company;	1.14 miles.
[Weights per yard, 56 lbs.]	
16. Miles of telegraph on line of road,	196.00
17. Miles of telegraph owned by this company, .	125
18. Number of telegraph offices in company's stations,	42
19. Number of telegraph stations operated by this company,	25
20. Number of telegraph stations operated jointly by railroad and telegraph company,	17
21. Number of spans of bridges of 25 feet and upwards,	26
22. Number of iron bridges (aggregate length, .), - - -	- -
23. Number of wooden bridges (aggregate length, 1.28 miles),	91

24. BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	Kind.	Material.	Length.	When Built.
Mattapan,	Truss,	Wood,	58½ feet,	September.
Mattapan,	Truss,	Wood,	42 feet,	September.
Hanson,	Stringer,	Wood,	32 feet,	August.
E. Bridgewater, . .	Truss,	Wood,	53 feet,	August.

25. Number of crossings of highways at grade, .	142
26. Number of crossings of highways over railroad, .	60
27. Number of crossings of highways under railroad,	11
28. Number of highway bridges 18 feet above track,	4
29. Number of highway bridges less than 18 feet above track,	56
30. Number of crossings at which gates or flagmen are maintained,	20
31. Number of crossings at which there are neither gates nor flagmen,	122
32. Number of railroad crossings at grade, . . .	2

33. Number of railroad crossings over other railroads,	1	
34. Number of railroad crossings under other railroads,	-	-

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

35. Name, description and length of each, . . .	-	-
36. Total length of above roads,	-	-
37. Total length of above roads in Massachusetts, .	-	-
38. Total length of above roads in other States, specifying each,	-	-
39. Total miles of road operated by this company,	146.41	
40. Total miles of road operated by this company in Massachusetts,	130.19	
41. Number of stations on all roads operated by this company,	68	
42. Same in Massachusetts,	63	

Rolling Stock.

	Total number.	Per mile of road operated.
1. Locomotives (average weight of engines in working order, 25 $\frac{1}{2}$ tons),	45	.307
2. Tenders (average weight of tenders full of fuel and water, 17 tons), (Average joint weight of engines and tenders, 42 $\frac{1}{2}$ tons.)		
3. Snow-plows (average weight, $\frac{3}{4}$ ton),	6	
4. Passenger cars (average weight, 17 $\frac{1}{2}$ tons),	95	.649
5. Mail and baggage cars (av'ge weight, 14 $\frac{1}{2}$ tons),	16	
6. 8-wheel box freight cars (av. weight, 16,765 lbs.),	190	
7. 4-wheel box freight cars (av'ge weight,)	-	-
8. 8-wheel platform cars (av. weight, 13,500 lbs.),	284	
[6-wheel platform cars, av. weight, 10,500 lbs.],	52	
9. 4-wheel platform cars (av'ge weight, 5,660 lbs.),	20	
10. Other cars (coal, gravel, &c.) [av. weight, 6,960 lbs.],	169	
11. Total freight cars, including coal, &c., on a basis of 8 wheels,	607 $\frac{1}{2}$	4.15
12. Number of locomotives equipped with train brakes, (Kind of brake, Westinghouse air-brake.)	9	
13. Number of cars equipped with train brakes, (Kind of brake, Westinghouse air-brake.)	44	
14. Number of passengers carried one mile in proportion to number of cars,		425,959

Mileage, Traffic, &c.

1. Miles run by passenger trains,	740,661
2. Rate of speed of express passenger trains, including stops,	33 miles per hour.
3. Rate of speed of accommodation trains, including stops,	23 miles per hour.
4. Miles run by freight trains,	326,659
5. Rate of speed of freight trains, including stops,	12 miles per hour.
6. Miles run by other trains, and for what purposes [construction, grading, &c.],	43,355
7. Total train miles run,	1,110,675
8. Number of through passengers (whole length of road),	185,567
9. Number of local passengers (over part of road),	3,525,778
10. Total number of passengers carried,	3,711,345
11. Total passenger mileage, or passengers carried one mile,	50,820,108

12. Passenger mileage to and from other roads,	10,353,924
13. Number of tons carried,	510,434
14. Total freight mileage, or tons carried one mile,	13,934,137
15. Freight mileage to and from other roads,	5,758,440
16. Average rate of fare per mile (not including season tickets) received from passengers on roads operated by this company,	2.6 cents.
17. Average rate of fare per mile received from passengers to and from other roads,*	1.7 cents.
18. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket,	1 cent.
Average rate of fare per mile for <i>all</i> passengers,	2.2 cents.
19. Average rate of freight per ton per mile on roads operated by this company,	5.49 cents.
20. Average rate of freight per ton per mile to and from other roads,*	3.38 cents.
21. Average number of cars in passenger trains, including baggage cars,	4.85
22. Average number of cars in freight trains (basis of 8 wheels),	21
23. Average weight of passenger trains, including locomotive and tender, in working order	126 tons.
24. Average weight of freight trains, including locomotive and tender, in working order	201 $\frac{3}{4}$ tons.
25. Number of persons regularly employed by company, including officials,	841

Classification of Business.

PASSENGERS.

1. Passengers coming from other States,†	110,289
2. Passengers going to other States,†	107,716
3. Passengers travelling only within this State,	3,481,835
4. Total season-ticket passengers (round trip),	386,902
5. Passengers to Boston (including season),‡	1,488,846
6. Passengers from Boston (including season),‡	1,441,566
7. Season-ticket passengers to and from Boston (one round trip daily),‡	363,817

* After deducting all allowances for tolls, or use of cars, &c.

† Apply only to roads crossing the State line.

‡ Apply only to the roads terminating in Boston.

FREIGHT, IN TONS.

	Brought from other States.	Carried to other States.	Carried within this State only.	Taken from Boston.†	Carried to Boston.†
1. Anthracite coal,	5,416	226	77,642	13,529	162
2. Bituminous coal,	—	—	—	—	—
3. Petroleum,	—	—	—	—	—
4. Railroad iron, including steel and steel-capped rails,	—	—	274	274	—
5. Castings and other iron,	—	—	—	—	—
6. Other metals,	—	—	—	—	—
7. Iron and other ores,	—	—	—	—	—
8. Stone and brick,	—	327	17,243	866	16,377
9. Lime, cement and sand,	—	88	3,864	3,255	—
10. Lumber,	59	747	33,794	28,893	875
11. Ice,	—	—	—	—	—
[Brick,]	—	164	7,457	611	825
12. Live stock,	166	959	3,310	4,051	135
13. Dressed carcasses, smoked and salted meats,	—	—	—	—	—
14. Flour,	190	276	9,357	8,059	275
15. Grain,	—	524	32,648	21,499	—
16. Other agricultural products,	—	—	—	—	—
17. Manufactures not included above,*	—	—	—	—	—
18. Merchandise,*	12,226	18,900	284,576	143,889	97,260
19. Other articles,	—	—	—	—	—
20. Total tons carried,	18,057	22,211	470,165	224,926	115,909

Expenditures Charged to Capital Account during the Year.

1. Main line, extension or alteration of road,	—
2. Branches, extension or alteration of road, specifying each [Granite Branch,]	\$5,606 88
[Shawmut Branch,]	114,442 03
3. Double track extension,	—
4. Land,	700 00
5. Passenger and freight stations, wood-sheds and water stations,	—
6. Engine-houses, car-sheds, and turn-tables,	—
7. New locomotives and snow-plows,	20,000 00
8. New passenger cars,	44,200 00
9. New mail and baggage cars,	—
10. New freight cars,	36,000 00
11. Machine-shops, machinery and tools,	—
12. Purchase of other roads, specifying what [South Shore R. Co.],	218 84
13. Subscriptions or loans to other roads, specifying what [Duxbury & Cohasset R. R. Co.],	40,000 00
14. Any other expenditures charged to capital account [Narragansett Steamship Co.],	7,426 42
15. TOTAL,	268,594 17
[Less land sold,]	2,326 50
	\$266,267 67

Expenditures on Operating Account for the Year.

MAINTENANCE OF WAY AND BUILDINGS.

1. Repairs of road, exclusive of bridges and new rails,†	\$191,454 95
2. New iron rails, deducting old rails sold (number of miles, , weight per yard, 56 lbs.),‡	48,227 28
3. Steel rails (number of miles, , weight per yard, 56 lbs.),	31,399 47

* Manufactured articles starting from the place of manufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depot for sale, they become a part of the general merchandise of the place, and on any second transit are to be reckoned under the second head.

† Apply only to the roads terminating in Boston.

‡ Including labor and materials in new sidings.

4. Repairs of bridges,	\$16,686 05
5. Repairs of buildings and fixtures,	50,518 70
6. Repairs of fences, road crossings, and signs,	8,681 86
7. Removing ice and snow,	420 19
8. Other expenses,	13,706 55
9. <i>Total for maintenance of way and buildings,</i>	361,095 05
10. Per mile of road kept in repair,	2,467 17
11. Per mile of single track kept in repair, not including sidings,	2,269 46
12. Of the above total there was expended for other than ordinary repairs,	-

TRAFFIC EXPENSES.

13. Repairs of locomotives and snow-plows,†	36,719 58
14. New locomotives and snow-plows,†	29,833 44
15. Repairs of machine-shops and machinery,†	10,486 93
16. New machine-shops and machinery,†	-
17. Repairs of passenger, baggage and mail cars,†	47,911 83
18. New passenger, baggage and mail cars,†	33,262 06
19. Repairs of freight and other cars,†	31,516 31
20. New freight and other cars,†	38,561 31
21. Fuel—number of cords of wood, 714; cost,†	4,194 05
22. Fuel—number of tons of coal, 20,369; cost,†	141,008 52
23. Oil and waste,†	14,565 84
24. Amount paid other corporations or individuals not operating railroads, for use of cars, and for repairs of same,	-
25. Salaries, wages and incidentals, chargeable to passenger department,	162,488 83
26. Salaries, wages and incidentals, chargeable to freight department,	152,928 56
27. Wages of switchmen, gate-keepers, signal-men, and watchmen, unless included above,	41,887 85
28. Gratuities and damages, passenger account,	201 30
29. Gratuities and damages, freight account,	2,907 52
30. Other expenditures,	36,068 51
31. <i>Total of traffic expenses,</i>	784,542 44
32. Per mile of road operated,	5,360 36
33. Per mile of single track operated, not including sidings,	4,930 82

MISCELLANEOUS.

34. Amount paid other companies as rent for use of road, specifying each company and amount,	-
35. Telegraph expenses,	5,771 00
36. United States taxes and stamps,	1,027 83
37. State taxes,	42,440 50
38. Local taxes,	22,004 73
39. Insurance, loss by fire, and damages paid for fires set by engines,	11,673 58
40. General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the foregoing items,	38,633 42
41. <i>Total miscellaneous,</i>	121,551 06
42. <i>TOTAL EXPENDITURES FOR OPERATING THE ROAD,</i>	1,267,188 55
43. Per mile of the road operated,	8,658 02
44. Per mile of single track operated, not including sidings,	7,964 23
45. Per train mile,	1 14
46. Proportion for Massachusetts,	1,126,494 98
47. Percentage of expenditures to income, . . . . .	.667 per ct.

† To include oil, fuel, clerks, watchmen, and incidentals about shops.

† For cars and engines.

Revenue for the Year.

1. Receipts from local passengers on roads operated by this company,	\$959,401 60
2. Receipts from passengers from and to other roads over roads operated by this company,	182,430 83
3. Receipts from passengers over other roads as tolls, or for use of cars of this company,	—
4. Receipts from local freight on roads operated by this company,	448,972 88
5. Receipts from freight from and to other roads over roads operated by this company,	195,195 02
6. Receipts from freight over other roads as tolls, or for use of cars of this company,	—
7. Receipts for express,	62,960 41
8. Receipts for mails,	15,327 01
9. Receipts as rents for use of road and equipment, when leased,	—
10. Receipts as rents for use of property other than above [viz.: rents, extra baggage and sundries],	33,150 34
11. Total earnings,	1,897,438 09
12. Per mile of road operated,	12,964 18
13. Per mile of road operated,—computed as single track, not including sidings,	11,925 32
14. Per train mile,	1.708
15. Proportion for Massachusetts,	1,686,769 46
16. Income from other roads,	—
17. Income from all other sources,	—
18. TOTAL INCOME,	1,897,438 09
19. Percentage of income to capital stock and debt,	22.30 per ct.
20. Percentage of income to total means applied to construction, equipment, &c.,	22.22 per ct.

Net Income, Dividends, &c.

1. Total net income above operating expenses,	\$630,249 54
2. Percentage of net income to capital stock and debt,	7.41 per ct.
3. Percentage of net income to total means applied to construction, equipment, &c.,	7.30 per ct.
4. Paid for interest,	205,287 44
5. Paid in dividends $6\frac{1}{2}$ per cent. for the year,	328,846 15
6. Paid to sinking funds,	—
7. Balance for the year or surplus,	96,115 95
8. Surplus at commencement of the year [\$486,956.33, less \$1,916.70, U. S. tax on surplus],	485,039 63
9. Total surplus,	581,155 58
10. Invested as follows:—	
Cash and loans,	415,618 44
Balance of accounts due from other roads,	10,255 17
Other uncollected accounts,	2,224 00
Materials for repairs,	76,305 92
Fuel and stores,	76,752 05
Any other items,	—

General Balance Sheet at last Closing of Accounts.

Dr.

Construction,	\$7,691,470 55
Dorchester and Milton Branch Railroad Company,	36,937 88
Granite Branch Railroad Company,	79,235 99
Shawmut Branch,	153,633 92
South Shore Railroad Company,	134,375 84

320 OLD COLONY AND NEWPORT RAILWAY. [Jan.

Real estate,	\$298,953 00
Duxbury and Cohasset Railroad Company,	40,000 00
Narragansett Steamship Company,	102,600 00
Cash,	74,382 50
Bills receivable,	348,748 10
Shop stock, fuel, &c., on hand,	153,057 97
Connecting lines,	10,255 17
	<hr/>
	\$9,123,650 92

CR.

Capital stock,	\$5,100,020 00
Premium on stock,	13,486 24
Income,	581,155 58
Bonds due Sept. 1, 1874,	1,000 00
Bonds due Sept. 1, 1884,	32,000 00
Bonds due Sept. 1, 1876,	1,000,000 00
Bonds due April 1, 1875,	458,000 00
Bonds due August 1, 1877,	1,450,000 00
Bills payable,	466,236 14
Government tax,	4,865 63
Agents' department,	8,401 34
Unpaid dividends,	8,485 99
	<hr/>
	\$9,123,650 92

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCON- DUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . .	-	-	-	2	-	2
Employés, . . .	-	3	2	3	2	6
Others, . . .	-	-	12	4	12	4

Statement of each Accident.

October 2, 1871.—Wm. Callahan, while intoxicated, was fatally injured in the Boston yard.

October 11.—Two boys, Wm. J. and John F. Doherty, who had run away from school at Fall River, were killed by a passenger train while walking upon the track in Quincy.

October 14.—Wm. Mac Farland, about fourteen years of age, while on the track in the yard at North Easton, was struck by a freight car and had one arm and one foot crushed.

October 19.—Laura White, aged about eighteen years, was struck by a passenger train between South Abington and Abington, and injured so badly that one arm was amputated.

October 31.—Daniel Manning, while walking on the track between North Easton and Easton, was struck and killed by an outward freight train.

November 25.—Patrick Costello, found dead by the track between Crescent Avenue and Savin Hill; supposed to have been struck by some passing train while walking by the side of the track.

November 30.—John Roach, flagman at Ferry Street crossing, in Fall River, fatally injured by a passing train.

December 8.—A man named Lavelle, while intoxicated, in attempting, as he says, to get upon an evening passenger train as it was leaving the Boston depot, fell between the cars and platform, and was badly bruised.

January 16, 1872.—A team, with four men, while attempting to cross the track in Dighton, immediately in front of a train, was struck, and one of the men was considerably injured.

February 17.—John Copperholdt was fatally injured near the Seaside station, in Plymouth, by attempting to get upon the bunter of a train that was backing.

May 9.—Wm. J. Lee, about eleven years of age, while upon the track near Washington Village, South Boston, was struck by a passenger train and fatally injured.

April 1.—Frank Maguerty, about twelve years of age, got upon a passenger train while stopping at Neponset station, and after it started jumped off, and was instantly killed.

May 17.—Cornelius Whalley, employed in the Boston yard, had his arm injured in coupling cars, and it was amputated.

May 18.—An unknown man, under the influence of liquor, got upon a passenger train at Fall River, and in attempting to leave it, after it was in motion, fell between the car and platform, and was fatally injured.

May 31.—A passenger train was thrown from the track by loose horses that came suddenly upon the track between Lakeville and Myrick's. The baggage-master and a boy received some injury.

June 8.—A boy named Thatcher, about eight years of age, jumped from a freight train between North Bridgewater and Campello, and was instantly killed. The train men were not aware of his being upon it until the accident.

June 18.—An outward passenger train fatally injured a child about two years of age, named Alice M. Barron, upon the track near Dorchester Street bridge, South Boston.

June 22.—A freight train was thrown from the track near Titicut, by the dumping of a car of sand, and two men were slightly injured.

June 28.—Wm. Moran, a switchman, fell from a switching engine in the yard at South Boston, receiving injuries that required his arm to be amputated.

July 4.—B. McGrale, under the influence of liquor, jumped from a passenger train while nearing the Neponset station, and had his foot crushed.

August 3.—B. C. Hubbard fatally injured at Fall River, while coupling cars.

August 30.—A man named James Barrett was killed by a passenger train while lying between the tracks between Quincy and Wallaston stations.

September 19.—John M. Noll, freight-brakeman, injured in the back, in consequence of being caught between some cars at Bridgewater.

Name and Residence of Officers.

Onslow Stearns, *President*, Boston, Mass.; James R. Kendrick, *Superintendent*, Boston, Mass.; John M. Washburn, *Treasurer*, Boston, Mass.; John S. Brayton, *Clerk*, Fall River, Mass.

Proper Address for the Company.

[Subsequent to the consolidation of the Cape Cod Railroad Company.]

OLD COLONY RAILROAD COMPANY, BOSTON, MASS. P. O. Box, 5,063.

ONSLOW STEARNS,
CHARLES F. CHOATE,
OLIVER AMES.
JACOB H. LOUD,
URIEL CROCKER,
ROYAL W. TURNER,
SAM'L L. CROCKER,

Directors of the Old Colony and Newport Railway Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 16, 1872. Then personally appeared Onslow Stearns, Charles F. Choate, Oliver Ames, Jacob H. Loud, Uriel Crocker, Royal W. Turner and Samuel S. Crocker, and severally made oath to the truth of the foregoing statement by them subscribed.

JOHN M. WASHBURN, *Justice of the Peace.*

R E P O R T

OF THE

PITTSFIELD AND NORTH ADAMS RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

[This road is leased to and operated by the Boston and Albany Railroad Co.]

Capital Stock and Debts.

1. Capital stock authorized by charter,		\$500,000 00
2. Capital stock authorized by votes of company,		450,000 00
3. Capital stock paid in (number of shares, 4,500),		450,000 00
4. Capital stock issued,		450,000 00
5. Capital stock paid in per mile of road owned by company,		24,324 00
6. Capital stock paid in, proportion for Massachusetts,		450,000 00
7. Par value of shares,		100 00
8. Funded debt as follows:—		
1st mortgage bonds, due, rate of interest,	None.	
2d mortgage bonds, due, rate of interest,	None.	
3d mortgage bonds, due, rate of interest,	None.	
9. Total amount of funded debt,		None.
10. Unfunded debt, incurred for construction, equipment or purchase of property,		None.
11. Debt incurred for any other purpose, and for what,		None.
12. Total amount of debt,		None.
13. Proportion of debt for Massachusetts,	—	—
14. Proportion of debt per mile of road,	—	—
15. Total cash realized from capital and debt,	—	—
16. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property,	—	—
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,		450,000 00
18. Proportion of above for Massachusetts,		450,000 00
19. Number of stockholders,	96	
20. Amount of stock held in Massachusetts,	—	—
21. Number of stockholders in Massachusetts,	—	—

Cost of Road, Equipment and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.

1. Grading and masonry,	\$108,827 47
2. Bridging,	8,547 62
3. Superstructure, including rails,	201,395 31
4. Land, land damages and fences,	63,749 95

5. Passenger and freight stations, wood-sheds and water stations,	\$18,311 33	
6. Engine-houses, car-sheds and turn-tables,	11,000 00	
7. Interest paid during construction, discount, &c.	} 20,605 56	
8. Engineering, agencies, salaries and other expenses during construction,		
9. <i>Total expended for construction,</i>		\$432,437 24
10. Average cost of construction per mile of road built by company,		23,390 00
11. Same per mile of single track built by company, not including sidings,	-	-
12. Proportion of cost of construction for Massachusetts,		432,437 24
EQUIPMENT.		
13. Locomotives and snow-plows,	7,000 00	
14. Passenger, mail and baggage cars,	4,247 43	
15. Freight and other cars,	-	-
16. Machine-shops, machinery and tools,	-	-
17. <i>Total for equipment,</i>		11,247 43
18. Average cost of equipment <i>per mile of road operated</i> by company,	-	-
19. Proportion for Massachusetts,		11,247 43
PROPERTY PURCHASED.		
20. branch, original cost,	-	-
21. Stock of road, shares,	-	-
22. Bonds of, nominal amount	-	-
23. Steamboat, nominal amount	-	-
24. Lands in not necessary for operation of road,	-	-
25. Other property purchased,	-	-
26. <i>Total property purchased,</i>		6,313 33
27. Property in Massachusetts (including proportion of equipment),	-	-
28. WHOLE AMOUNT OF PERMANENT INVESTMENTS,	450,000 00	
29. Proportion for Massachusetts,	450,000 00	
30. Amount of sinking and contingent funds,	-	-

Description of Road.

1. Length of main line of road from to		18.65 miles.
Length of main line of road in Massachusetts,	-	-
[In other States, specifying each,]	-	-
2. Length of line with track laid, if road is not completed,	-	-
3. Length of double track on main line,	-	-
4. Branches owned by company. Name and description of each single or double track, ; length,	-	-
5. Total length of branches owned by company,	-	-
6. Total length of branches owned by company in Massachusetts,	-	-
7. Total length of branches owned by company in other States, specifying each,	-	-
8. Length of double track on branches,	-	-
9. Total length of road belonging to this company,		20.07 miles.
10. Aggregate length of sidings and other tracks not above enumerated,		1.42 miles.

11. Same in Massachusetts,	1.42 miles.
12. Aggregate length of tracks belonging to this company, computed as single track,	1.42 miles.
13. Same in Massachusetts,	-
14. Total length of steel rails in tracks belonging to this company,	-
[Weights per yard,]	-
15. Total length of steel-top rails in tracks belonging to this company,	-
[Weights per yard,]	-
16. Miles of telegraph on line of road,	-
17. Miles of telegraph owned by this company,	-
18. Number of telegraph offices in company's stations,	-
19. Number of telegraph stations operated by this company,	-
20. Number of telegraph stations operated jointly by railroad and telegraph company,	-
21. Number of spans of bridges of 25 feet and upwards,	-
22. Number of iron bridges (aggregate length,),	-
23. Number of wooden bridges (agg'te length,),	-
25. Number of crossings of highways at grade,	17

Rolling Stock.

[The Pittsfield and North Adams Railroad is operated by the Boston and Albany Railroad, and the doings, receipts and expenditures are included in and made part of the Report of the Boston and Albany Railroad Company.]

Net Income, Dividends, &c.

5. Paid in dividends, 6 per cent. for the year,	\$27,000 00
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General Balance Sheet at last Closing of Accounts.

DR.—Cost of road and equipment,	\$450,000 00
CR.—Capital stock,	\$450,000 00

Name and Residence of Officers.

C. W. Chapin, *President*, Springfield; Charles E. Stevens, *Treasurer*, Boston; James A. Rumrill, *Clerk*, Springfield.

Proper Address for the Company.

PITTSFIELD AND NORTH ADAMS RAILROAD CO., SPRINGFIELD, MASS.

C. W. CHAPIN,
IGNATIUS SARGENT,
HENRY COLT,
J. A. RUMRILL,

Directors of the Pittsfield and North Adams Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. November 6, 1872. Then personally appeared C. W. Chapin, Ignatius Sargent, Henry Colt and J. A. Rumrill, and severally made oath to the truth of the foregoing statement by them subscribed.

CHAS. E. STEVENS, *Justice of the Peace.*

REPORT

OF THE

PROVIDENCE AND WORCESTER RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts.	
1. Capital stock authorized by charter [and its amendments],	\$3,000,000 00
2. Capital stock authorized by votes of company,	3,000,000 00
3. Capital stock paid in (number of shares 20,000),	2,000,000 00
4. Capital stock issued,	2,000,000 00
5. Capital stock paid in per mile of road owned by company,	46,072 33
6. Capital stock paid in, proportion for Massachusetts,	961,228 54
7. Par value of shares,	100 00
8. Funded debt as follows:—	
1st mortgage bonds, due July 1, 1880, rate of interest 6 per cent.,	\$500,000 00
2d mortgage bonds, due rate of interest,	None.
3d mortgage bonds, due rate of interest,	None.
9. Total amount of funded debt,	500,000 00
10. Unfunded debt, incurred for construction, equipment or purchase of property,	185,000 00
11. Debt incurred for any other purpose, and for what,	None.
12. Total amount of debt,	685,000 00
13. Proportion of debt for Massachusetts,	402,542 04
14. Proportion of debt per mile of road,	15,779 77
15. Total cash realized from capital and debt,	2,685,000 00
16. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property,	None.
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,	2,575,204 51
18. Proportion of above for Massachusetts,*	1,303,169 23
19. Number of stockholders,	721
20. Amount of stock held in Massachusetts,	8,421 shares.
21. Number of stockholders in Massachusetts,	256
Cost of Road, Equipment and Property.	
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.	
1. Grading and masonry	\$576,899 25
2. Bridging,	106,944 36
3. Superstructure, including rails,	556,503 40
4. Land, land damages and fences,	231,227 27

* As per State Commissioners' Report.

5. Passenger and freight stations, wood-sheds and water stations,	\$251,147 33	
6. Engine-houses, car-sheds and turn-tables,	28,429 19	
7. Interest paid during construction, discount, &c.,	89,579 11	
8. Engineering, agencies, salaries and other expenses during construction,	51,368 65	
9. <i>Total expended for construction,</i>		\$1,892,098 56
10. Average cost of construction per mile of road built by company,		43,586 69
11. Same per mile of single track built by company, not including sidings,		26,440 73
12. Proportion of cost of construction for Massachusetts,*		970,384 96

EQUIPMENT.

13. Locomotives and snow-plows,	228,379 35	
14. Passenger, mail and baggage cars,	102,920 00	
15. Freight and other cars,	334,269 20	
16. Machine-shops, machinery and tools,	17,537 40	
17. <i>Total for equipment,</i>		683,105 95
18. Average cost of equipment <i>per mile of road operated</i> by company,		14,445 95
19. Proportion for Massachusetts,*		332,784 27

PROPERTY PURCHASED.

20. branch, original cost,	} None.	
21. purchased for road, shares,		
22. Bonds of road, nominal amount		
23. Steamboat nominal amount		
24. Lands in not necessary for operation of of road,		
25. Other property purchased,		
26. <i>Total property purchased,</i>		
27. Property in Massachusetts (including proportion of equipment),	-	-
28. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		2,575,204 51
29. Proportion for Massachusetts,	-	-
30. Amount of sinking and contingent funds,	-	-

Description of Road.

1. Length of main line of road from Providence to Worcester,	43.41 miles.
Length of main line of road in Massachusetts,	25.51 miles.
In other States, specifying each [Rhode Island],	17.90 miles.
2. Length of line with track laid, if road is not completed,	Completed.
3. Length of double track on main line,	28.15 miles.
4. Branches owned by company. Name and description of each single or double track— [Branch owned by the company in connection with Worcester and Nashua Railroad at Worcester,]	1 mile, single track.
5. Total length of branches owned by company,	1 mile.
6. Total length of branches owned by company in Massachusetts,	1 mile.
7. Total length of branches owned by company in other States, specifying each,	None.
8. Length of double track on branches,	None.

* As per State Commissioners' Report.

9. Total length of road belonging to this company,	44.41 miles.
10. Aggregate length of sidings and other tracks not above enumerated,	16 miles.
11. Same in Massachusetts,	10 miles.
12. Aggregate length of tracks belonging to this company, computed as single track, . . .	88.56 miles.
13. Same in Massachusetts,	46.76 miles.
14. Total length of steel rails in tracks belonging to this company,	5 miles.
[Weights per yard, 60 lbs.]	
15. Total length of steel-top rails in tracks belonging to this company,	None.
[Weights per yard,]	
16. Miles of telegraph on line of road,	44.41
17. Miles of telegraph owned by this company, . .	None.
18. Number of telegraph offices in company's stations,	9
19. Number of telegraph stations operated by this company,	1
20. Number of telegraph stations operated jointly by railroad and telegraph company,	8
21. Number of spans of bridges of 25 feet and upwards,	31
22. Number of iron bridges (aggregate length, . .),	None.
23. Number of wooden bridges (aggregate length, 3,239 feet),	25

24. BRIDGES BUILT WITHIN THE YEAR.
[Single track bridges, rebuilt for double track.]

LOCATION.	Kind.	Material.	Length.	When Built.
Millbury,	Truss,	Wooden,	122 feet,	January, 1872.
Quinsigamond,	Truss,	Wooden,	172 feet,	April.
Providence,	Truss,	Wooden,	132 feet,	May.
Sutton,	Truss,	Wooden,	102 feet,	May.
Farnum's,	Highway,	Wooden,	42 feet,	June.
Saundersville,	Truss,	Wooden,	104 feet,	July.
Whitin's,	Truss,	Wooden,	66 feet,	July.
Uxbridge,	Truss,	Wooden,	124 feet,	September.
Millville,	Truss,	Wooden,	124 feet,	October.

25. Number of crossings of highways at grade,	54
26. Number of crossings of highways over railroad,	23
27. Number of crossings of highways under railroad,	6
28. Number of highway bridges 18 feet above track,	4
29. Number of highway bridges less than 18 feet above track,	19
30. Number of crossings at which gates or flagmen are maintained,	17
31. Number of crossings at which there are neither gates nor flagmen,	37
32. Number of railroad crossings at grade,	1
33. Number of railroad crossings over other railroads,	None.
34. Number of railroad crossings under other railroads,	2

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

35. Name, description and length of each— [Milford & Woonsocket R. R.,]	3.877 miles.
36. Total length of above roads,	3.877 miles.
37. Total length of above roads in Massachusetts, .	3.877 miles.
38. Total length of above roads in other States, specifying each,	None.
39. Total miles of road operated by this company, .	47.287 miles.
40. Total miles of road operated by this company in Massachusetts,	29.387 miles.
41. Number of stations on all roads operated by this company,	24
42. Same in Massachusetts,	15

Rolling Stock.

	Total number.	Per mile of road operated.
1. Locomotives (average weight of engines in working order, 60,000 lbs.),	27	.511
2. Tenders (average weight of tenders full of fuel and water, 39,600 lbs.), (Average joint weight of engines and tenders, 99,600 lbs.)	27	
3. Snow-plows (average weight, 17,950 lbs.), . .	2	
4. Passenger cars (average weight, 33,500 lbs.), .	29	.613
5. Mail and baggage cars (av. weight, 35,350 lbs.),	6	
6. 8-wheel box freight cars (av. weight, 19,500 lbs.),	229	
7. 4-wheel box freight cars (av. weight, 9,750 lbs.),	76	
8. 8-wheel platform cars (av. weight, 15,720 lbs.),	128	
9. 4-wheel platform cars [coal] (av. weight, 7,672 lbs.),	561	
10. Other cars (coal, gravel, &c.),	None.	
11. Total freight cars, including coal, &c., on a basis of 8 wheels,	675½	14.28
12. Number of locomotives equipped with train brakes, (Kind of brake,)		None.
13. Number of cars equipped with train brakes, . . (Kind of brake,)		None.
14. Number of passenger cars in proportion to passengers carried one mile,	1 to 413,485.	

Mileage, Traffic, &c.

1. Miles run by passenger trains,	216,506
2. Rate of speed of express passenger trains, including stops,	28 miles per hour.
3. Rate of speed of accommodation trains, including stops,	20 miles per hour.
4. Miles run by freight trains,	267,510
5. Rate of speed of freight trains, including stops, .	12 miles per hour.
6. Miles run by other trains, and for what purposes [switching and gravel trains],	23,570
7. Total train miles run,	507,586
8. Number of through passengers (whole length of road),	54,395
9. Number of local passengers (over part of road)	1,465,222
10. Total number of passengers carried,	1,605,257
11. Total passenger mileage, or passengers carried one mile,	14,471,984
12. Passenger mileage to and from other roads, . .	1,565,856
13. Number of tons carried,	521,866
14. Total freight mileage, or tons carried one mile,	15,864,734
15. Freight mileage to and from other roads, . .	6,043,656

16. Average rate of fare per mile (not including season tickets) received from passengers on roads occupied by this company,	2.76 cents.
17. Average rate of fare per mile received from passengers to and from other roads,*	2.76 cents.
18. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket, . . . . .	.78 cent.
Average rate of fare per mile for <i>all</i> passengers,	2.54 cents.
19. Average rate of freight per ton per mile on roads operated by this company,	3.49 cents.
20. Average rate of freight per ton per mile to and from other roads,*	2.76 cents.
21. Average number of cars in passenger trains, including baggage cars,	4
22. Average number of cars in freight trains (basis of 8 wheels),	23
23. Average weight of passenger trains, including locomotive and tender, in working order,	235,000 lbs.
24. Average weight of freight trains, including locomotive and tender, in working order,	548,500 lbs.
25. Number of persons regularly employed by company, including officials,	518

Classification of Business.

PASSENGERS.

1. Passengers coming from other States,†	123,470
2. Passengers going to other States,†	131,135
3. Passengers travelling only within this State,	268,946
4. Total season-ticket passengers (round trip),	114,450
5. Passengers to Boston (including season),†	None.
6. Passengers from Boston (including season),†	None.
7. Season-ticket passengers to and from Boston (one round trip daily),†	None.

* After deducting all allowances for tolls, or use of cars, &c.

† Apply only to roads crossing the State line.

‡ Apply only to the roads terminating in Boston.

FREIGHT, IN TONS.

	Brought from other States.	Carried to other States.	Carried within this State only.	Taken from Boston.†	Carried to Boston.†
1. Anthracite coal,	103,369	279	-	-	-
2. Bituminous coal,	31,240	-	-	-	-
3. Petroleum,	-	-	-	-	-
4. Railroad iron, including steel and steel-capped rails,	-	200	-	-	-
5. Castings and other iron,	-	-	-	-	-
6. Other metals,	-	-	-	-	-
7. Iron and other ores,	3,710	-	-	-	-
8. Stone and brick,	288	-	-	-	-
9. Lime, cement and sand,	3,620	-	-	-	-
10. Lumber,	204	2,758	3,000	-	-
11. Ice,	-	7,000	-	-	-
12. Live stock,	-	24,000	160	-	-
13. Dressed carcasses, smoked and salted meats,	-	417	-	-	-
14. Flour,	500	8,741	50	-	-
15. Grain,	-	30,360	3,880	-	-
16. Other agricultural products,	307	-	-	-	-
17. Manufactures not included above,*	5,280	3,080	4,731	-	-
18. Merchandise,*	13,717	15,796	10,423	-	-
19. Other articles,	9,460	7,436	4,252	-	-
20. Total tons carried,	171,695	100,067	26,501	-	-

Expenditures Charged to Capital Account during the Year.

1. Main line, extension or alteration of road,	No change.
2. Branches, extension or alteration of road, specifying each,	None.
3. Double track extension,	\$171,875 13
4. Land,	2,640 62
5. Passenger and freight stations, wood-sheds and water stations,	47,767 64
6. Engine-houses, car-sheds and turn-tables,	2,983 59
7. New locomotives and snow-plows,	39,110 00
8. New passenger cars,	24,800 00
9. New mail and baggage cars [included in passenger cars],	-
10. New freight cars,	43,912 00
11. Machine-shops, machinery and tools,	Nothing.
12. Purchase of other roads, specifying what,	None.
13. Subscriptions or loans to other roads, specifying what,	None.
14. Any other expenditures charged to capital account,	10,325 75
15. TOTAL,	343,414 73

Expenditures on Operating Account for the Year.

MAINTENANCE OF WAY AND BUILDINGS.

1. Repairs of road, exclusive of bridges and new rails,†	99,662 54
2. New iron rails, deducting old rails sold (number of miles, 11, weight per yard 60 lbs.),‡	32,321 36
3. Steel rails (number of miles, weight per yard),	None.
4. Repairs of bridges [including renewals],	22,044 53
5. Repairs of buildings and fixtures,	18,590 25
6. Repairs of fences, road crossings and signs,	1,550 32
7. Removing ice and snow,	359 58
8. Other expenses,	874 92

* Manufactured articles starting from the place of manufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depot for sale, they become a part of the general merchandise of the place, and on any second transit are to be reckoned under the second head.

† Apply only to the roads terminating in Boston.

‡ Including labor and materials in new sidings.

9. Total for maintenance of way and buildings,	\$175,403 50
10. Per mile of road kept in repair,	3,709 33
11. Per mile of single track kept in repair, not including sidings,	2,325 17
12. Of the above total there was expended for other than ordinary repairs,	Nothing.

TRAFFIC EXPENSES.

13. Repairs of locomotives and snow-plows,†	50,168 00
14. New locomotives and snow-plows,†	None.
15. Repairs of machine-shops and machinery [tools],†	2,810 94
16. New machine-shops and machinery,†	None.
17. Repairs of passenger, baggage and mail cars,†	8,650 00
18. New passenger, baggage and mail cars,†	None.
19. Repairs of freight and other cars,†	33,405 00
20. New freight and other cars,†	None.
21. Fuel—number of cords of wood, 524; cost,†	2,786 25
22. Fuel—number of tons of coal, 10,591; cost,†	75,168 47
23. Oil and waste,†	9,666 59
24. Amount paid other corporations or individuals not operating railroads, for use of cars, and for repairs of same,	Nothing.
25. Salaries, wages and incidentals, chargeable to passenger department,	65,632 74
26. Salaries, wages and incidentals, chargeable to freight department,	150,189 64
27. Wages of switchmen, gate-keepers, signal-men, and watchmen, unless included above,	Incl'd above.
28. Gratuities and damages, passenger account,	631 00
29. Gratuities and damages, freight account,	833 50
30. Other expenditures,	None.
31. Total of traffic expenses,	399,942 13
32. Per mile of road operated,	8,457 76
33. Per mile of single track operated, not including sidings,	5,301 67

MISCELLANEOUS.

34. Amount paid other companies as rent for use of road, specifying each company and amount [Milford & Woonsocket Railroad Company, for one year],	5,000 00
35. Telegraph expenses,	1,077 06
36. United States taxes and stamps,	3,532 82
37. State taxes,	22,297 14
38. Local taxes,	13,199 32
39. Insurance, loss by fire, and damages paid for fires set by engines,	5,098 02
40. General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the foregoing items,	30,421 11
41. Total miscellaneous,	80,625 47
42. TOTAL EXPENDITURES FOR OPERATING THE ROAD,	655,971 10
43. Per mile of the road operated,	13,872 12
44. Per mile of single track operated, not including sidings,	8,695 62
45. Per train mile,	1 29
46. Proportion for Massachusetts,	327,985 55
47. Percentage of expenditures to income,	73.22 per ct.

Revenue for the Year.

1. Receipts from local passengers on roads operated by this company,	\$323,772 12
2. Receipts from passengers from and to other roads over roads operated by this company,	43,288 42
	\$367,060 54

† To include oil, fuel, clerks, watchmen, and incidentals about shops.

† For cars and engines.

3. Receipts from passengers over other roads as tolls, or for use of cars of this company,	None.
4. Receipts from local freight on roads operated by this company,	\$341,871 70
5. Receipts from freight from and to other roads over roads operated by this company,	166,680 96
	<hr/> \$508,552 66
6. Receipts from freight over other roads as tolls, or for use of cars of this company,	None.
7. Receipts for express	11,990 49
8. Receipts for mails,	3,989 95
9. Receipts as rents for use of road and equipment, when leased,	None.
10. Receipts as rents for use of property other than above,	4,303 55
11. Total earnings,	895,897 19
12. Per mile of road operated,	18,945 95
13. Per mile of road operated,—computed as single track, not including sidings,	11,876 09
14. Per train mile,	1 76
15. Proportion for Massachusetts,*	447,948 59
16. Income from other roads,	None.
17. Income from all other sources,	None.
18. TOTAL INCOME,	895,897 19
19. Percentage of income to capital stock and debt,	33.37 per ct.
20. Percentage of income to total means applied to construction, equipment, &c.,	34.79 per ct.
<hr/> Net Income, Dividends, &c.	
1. Total net income above operating expenses,	\$239,926 09
2. Percentage of net income to capital stock and debt,	8.94 per ct.
3. Percentage of net income to total means applied to construction, equipment, &c.,	9.32 per ct.
4. Paid for interest,	37,798 38
5. Paid in dividends 10 per cent. for the year,	200,000 00
6. Paid to sinking funds,	Nothing.
7. Balance for the year or surplus,	2,127 71
8. Surplus at commencement of the year,	81,891 84
9. Total surplus,	84,019 55
10. Invested as follows:—	
Cash and loans [surplus of \$84,019.55, and construction and equipment fund remaining of \$109,795.49],	58,277 73
Balance of accounts due from other roads,	7,623 16
Other uncollected accounts,	2,348 57
Materials for repairs,	111,775 68
Fuel and stores [oil],	13,789 90
Any other items,	None.
[Total,]	<hr/> \$193,815 04

General Balance Sheet at last Closing of Accounts.

DR.

	RHODE ISLAND.	MASSACHUSETTS.	
Construction,	\$939,251 00;	\$970,384 96,	\$1,909,635 96
Cars, 35 passenger,	102,920 00; 994 freight,	334,269 20,	437,189 20
Locomotives, 27,			228,379 35
Total construction and equipment,			<hr/> \$2,575,204 51

* As per State Commissioners' Report.

Stock of fuel, iron rails, ties, lumber, car-wheels, castings, &c.,	
on hand,	\$125,565 58
Cash on hand,	107,581 47
Note on hand,	280 00

\$2,808,631 56

CR.

Capital stock,	\$2,000,000 00
Bonds payable,	500,000 00
Notes payable,	185,000 00

Total, \$2,685,000 00

Dividends unpaid,	3,560 00
Surplus balance income account,	84,019 55
Balances due to connecting lines, &c.,	36,052 01

\$2,808,631 56

September 30, 1872.

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCON- DUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	—	—	—	—	—	—
Employés,	—	—	1	5	1	5
Others,	—	—	2	3	2	3

Statement of each Accident.

October 9, 1871.—James E. Young, an employé, was knocked off a freight train by a bridge, fell under the cars and instantly killed, at Providence, R. I.

October 11.—Edward Scully, an employé, attempted to get upon a moving freight train, was thrown between the cars and killed, near Northbridge, Mass.

November 10.—Charles McManus jumped from the express train, when passing Pawtucket station, and was instantly killed.

November 11.—Robert McLeer, an old man and deaf, while walking upon the track, was knocked down by a passenger train and fatally injured, near Corliss Steam-Engine Works, North Providence.

January 10, 1872.—Samuel Reed, freight conductor, was knocked off his train by a bridge, near Pawtucket; fell under the cars and killed.

January 10.—Frank G. Wood, conductor, lost two fingers in coupling the freight cars on his train at Milford, Mass.

January 10.—Barney Williams, brakeman on freight train, received severe injuries to his head by contact with bridge at Farnum's, Mass.

January 22.—Thomas Bowden, while walking upon the track, was knocked down by a freight train, near Lonsdale, R. I., and seriously injured.

January 30.—Lucien J. Reynolds, brakeman on freight train, fell from and under his train, receiving fatal injuries at Waterford, Mass.

April 15.—Daniel Ives, in attempting to go over and between the cars of a freight train, received severe injuries to one foot, at Worcester.

April 20.—James Marrs was found dead upon the track, near Uxbridge; supposed to have been run over by a night freight train.

June 12.—Willie P. Leland, a boy, in attempting to get upon a moving freight train, fell, receiving severe flesh injuries to one foot, at Milford, Mass.

July 1.—Edgar Cole, an employé, was thrown under a freight car by the collision of cars and fatally injured, at Millbury, Mass.

July 1.—Charles Baker, an employé, was thrown under freight cars by the collision of cars; received severe flesh injuries at Millbury.

July 16.—James Sweedy, while intoxicated, laid down between the coal-shed and a freight train, at Worcester, and was severely injured by the moving of train.

August 2.—Alexander Burmabee was killed at Buffum's crossing, Woonsocket, while attempting to get his team, with a balky horse, off the track.

August 28.—Michael McMann, a boy, while playing on the freight cars, at Albion, fell under the cars, receiving injuries which caused the loss of an arm.

September 20.—Tully McKenna, while attempting to cross the track at Green Street crossing, Worcester, in front of moving freight train, was killed.

Name and Residence of Officers.

President.—Earl P. Mason, Providence, R. I. *Treasurer and Clerk.*—John R. Balch, Providence, R. I. *Superintendent.*—William D. Hilton, Providence, R. I.

Proper Address for the Company.

PROVIDENCE AND WORCESTER RAILROAD CO., PROVIDENCE, R. I.

EARL P. MASON,
ISAAC DAVIS,
PAUL WHITIN,
LYMAN A. COOK,
ESTUS LAMB,
JOHN S. NEEDHAM,
G. L. SPENCER,
WM. S. SLATER,
HENRY CHAPIN,
JOHN C. WHITIN,
JOHN R. BALCH,
GEO. A. LEETE.

Directors of the Providence and Worcester Railroad Company.

STATE OF RHODE ISLAND.

COUNTY OF PROVIDENCE, ss. PROVIDENCE, October 30, 1872. Then personally appeared Earl P. Mason, Isaac Davis, Paul Whitin, Lyman A. Cook, Estus Lamb, John S. Needham, G. L. Spencer, William S. Slater, Henry Chapin,

John C. Whitin and John R. Balch, and also on the fourth day of November, 1872, George A. Leete, and severally made oath to the truth of the foregoing statement by them subscribed.

EDWIN METCALF, *Justice of the Peace.*

PROVIDENCE, November 1, 1872.

The undersigned, Commissioners of the Providence and Worcester Railroad Company, have examined this report, believe it to be correct, and hereby approve the same.

T. L. NELSON,
Commissioner for Massachusetts.
JOHN R. BARTLETT,
Commissioner for Rhode Island.

Report of the Commissioners of the Providence and Worcester Railroad Company, to the Legislatures of Rhode Island and Massachusetts.

At a meeting of the Commissioners of the Providence and Worcester Railroad Company, at the Company's office in Providence, on the first day of November, 1872, for the purpose of deciding what portion of all expenditures of said Company, and of its receipts and profits properly pertain to that part of the road lying in Massachusetts and Rhode Island respectively, and having examined the accounts of said Company, we find that the net expenditures for construction and equipment to the thirtieth day of September, 1871, were . . .		\$2,231,789 78
To which add for purchase of real estate, new depots and second track,		\$235,592 73
For purchase of new cars and locomotives,		107,822 00
		<hr/>
		343,414 73
		<hr/>
		\$2,575,204 51

Apportioned as follows:—

To Massachusetts,	\$1,303,169 23
To Rhode Island,	1,272,035 28
The whole amount of receipts from September 30th, 1871, to September 30th, 1872, is as follows, viz.:—	
Transportation of passengers,	\$367,060 54
Transportation of freight,	508,552 66
Transportation of mails,	3,989 95
Rents,	4,303 55
Express,	11,990 49
	<hr/>
	\$895,897 19
Expenses for maintaining and operating the road during the twelve months ending September 30th, 1872:—	
Fuel,	\$77,954 72
Oil,	7,807 09
Maintenance of way,	156,813 25
Repairs of cars,	42,055 00

Repairs of locomotives,	\$50,168 00	
Passenger expenses,	65,632 74	
Freight expenses,	150,189 64	
Miscellaneous expenses,	105,350 66	
	<hr/>	\$655,971 10

Net earnings, \$239,926 09

Which we apportion as follows, viz.:—

To Massachusetts,	\$119,963 04
To Rhode Island,	119,963 05

Said Commissioners also find, on examination of the books of said Company, that separate accounts of the expenditures in Rhode Island and Massachusetts have been kept, agreeably to the Acts of said States, creating the present Providence and Worcester Railroad Company.

T. L. NELSON,

Commissioner for Massachusetts.

JOHN R. BARTLETT,

Commissioner for Rhode Island.

REPORT

OF THE

SALEM AND LOWELL RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

[This road is operated by the Boston and Lowell Railroad Corporation.]

Capital Stock and Debts.

1. Capital stock authorized by charter,	\$400,000 00
2. Capital stock authorized by votes of company,	243,300 00
3. Capital stock paid in (number of shares, 2,433),	243,305 00
4. Capital stock issued,	243,300 00
5. Capital stock paid in per mile of road owned by company,	14,412 09
6. Capital stock paid in, proportion for Massachusetts,	14,412 09
7. Par value of shares,	100 00
8. Funded debt as follows:—	
1st mortgage bonds, due 1878, rate of interest, 6 per cent.,	\$226,900 00
2d mortgage bonds, due rate of interest,	None.
3d mortgage bonds, due rate of interest	None.
9. Total amount of funded debt,	226,900 00
10. Unfunded debt incurred for construction, equipment or purchase of property,	Nothing.
11. Debt incurred for any other purpose, and for what,	Nothing.
12. Total amount of debt,	226,900 00
13. Proportion of debt for Massachusetts,	226,900 00
14. Proportion of debt per mile of road,	13,443 03
15. Total cash realized from capital and debt,	386,372 66
16. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property,	
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,	82,968 84
18. Proportion of above for Massachusetts,	468,968 84
19. Number of stockholders,	34
20. Amount of stock held in Massachusetts,	2,154 shares.
21. Number of stockholders in Massachusetts,	31

Cost of Road, Equipment and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.

1. Grading and masonry,	\$94,831 77
2. Bridging,	3,139 15
3. Superstructure, including rails,	123,801 18
4. Land, land damages and fences,	48,007 25

5. Passenger and freight stations, wood-sheds and water stations,	}	\$8,399 13	
6. Engine-houses, car-sheds and turn-tables,			
7. Interest paid during construction, discount, &c.		95,293 05	
8. Engineering, agencies, salaries and other expenses during construction,		12,953 92	
9. <i>Total expended for construction</i> ,			\$386,425 45
10. Average cost of construction per mile of road built by company,			22,889 79
11. Same per mile of single track built by company, not including sidings,			22,889 79
12. Proportion of cost of construction for Massachusetts,			386,425 45
EQUIPMENT.			
13. Locomotives and snow-plows,		21,948 55	
14. Passenger, mail and baggage cars,		7,420 62	
15. Freight and other cars,		53,174 22	
16. Machine-shops, machinery and tools. [Included in the foregoing, and from income.]			
17. <i>Total for equipment</i> ,			82,543 39
18. Average cost of equipment <i>per mile of road operated</i> by company,			4,889 43
19. Proportion for Massachusetts,			82,543 39
PROPERTY PURCHASED.			
20. branch, original cost,	}	None.	
21. Stock of R. R., shares,			
22. Bonds of road, nominal amount,			
23. Steamboat, nominal amount			
24. Lands in not necessary for operation of road,			
25. Other property purchased,			
26. <i>Total property purchased</i> ,			
27. Property in Massachusetts (including proportion of equipment),			468,968 84
28. WHOLE AMOUNT OF PERMANENT INVESTMENTS,			468,968 84
29. Proportion for Massachusetts,			468,968 84
30. Amount of sinking and contingent funds,			Nothing.
Description of Road.			
1. Length of main line of road from Tewksbury Junction to Peabody,			16.882 miles.
Length of main line of road in Massachusetts, [In other States, specifying each,],		16.882 miles.	None.
2. Length of line with track laid, if road is not completed,			Completed.
3. Length of double track on main line,			Single.
4. Branches owned by company. Name and description of each single or double track ; length,		None.	
5. Total length of branches owned by company,	}	None.	
6. Total length of branches owned by company in Massachusetts,			
7. Total length of branches owned by company in other States, specifying each,			
8. Length of double track on branches,			
9. Total length of road belonging to this company,			16.882 miles.

10. Aggregate length of sidings and other tracks not above enumerated,	2,598 miles.
11. Same in Massachusetts,	2,598 miles.
12. Aggregate length of tracks belonging to this company, computed as single track [including side-tracks],	19,480 miles.
13. Same in Massachusetts,	19,480 miles.
14. Total length of steel rails in tracks belonging to this company,	None.
[Weights per yard,]	None.
15. Total length of steel-top rails in tracks belonging to this company,	None.
[Weights per yard,]	None.
16. Miles of telegraph on line of road,	None.
17. Miles of telegraph owned by this company,	
18. Number of telegraph offices in company's stations,	
19. Number of telegraph stations operated by this company,	
20. Number of telegraph stations operated jointly by railroad and telegraph company,	None.
21. Number of spans of bridges of 25 feet and upwards,	
22. Number of iron bridges (aggregate length,)	
23. Number of wooden bridges (aggregate length, 121 ft.),	

24. BRIDGES BUILT WITHIN THE YEAR. None.
 [Operated by the Boston and Lowell Railroad Corporation under a contract. A copy is annexed to the report of 1858. Amount paid per annum for use of railroad, as per contract, \$17,500.]

25. Number of crossings of highways at grade,	19
26. Number of crossings of highways over railroad,	3
27. Number of crossings of highways under railroad,	None.
28. Number of highway bridges 18 feet above track,	None.
29. Number of highway bridges less than 18 feet above track,	3
30. Number of crossings at which gates or flagmen are maintained,	Operated by the Boston and Lowell Railroad Corporation.
31. Number of crossings at which there are neither gates nor flagmen,	
32. Number of railroad crossings at grade,	
33. Number of railroad crossings over other railroads,	
34. Number of railroad crossings under other railroads,	None.

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.	
35. Name, description and length of each,	None.
36. Total length of above roads,	None.
37. Total length of above roads in Massachusetts,	
38. Total length of above roads in other States, specifying each,	
39. Total miles of road operated by this company,	
40. Total mile of road operated by this company in Massachusetts,	Operated by the Boston and Lowell Railroad Corporation.
41. Number of stations on all roads operated by this company,	
42. Same in Massachusetts,	

Rolling Stock.

[Operated by the Boston and Lowell Railroad Corporation.]

Mileage, Traffic, &c.

[Included in the report of the Boston and Lowell Railroad Corporation.]

Classification of Business.

[Included in the report of the Boston and Lowell Railroad Corporation.]

FREIGHT, IN TONS.

[Included in the report of the Boston and Lowell Railroad Corporation.]

Expenditures Charged to Capital Account during the Year.

[Included in the report of the Boston and Lowell Railroad Corporation.]

Expenditures on Operating Account for the Year.**MAINTENANCE OF WAY AND BUILDINGS.**

[Paid by the Boston and Lowell Railroad Corporation.]

TRAFFIC EXPENSES.

[Paid by the Boston and Lowell Railroad Corporation.]

MISCELLANEOUS.

34. Amount paid other companies as rent for use of road, specifying each company and amount,	Nothing.
35. Telegraph expenses,	Nothing.
35. United States taxes and stamps,	\$35 73
37. State taxes,	2,071 69
38. Local taxes [paid by the Boston and Lowell Railroad Corporation],	Nothing.
39. Insurance, loss by fire, and damages paid for fires set by engines,	Nothing.
40. General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the foregoing items,	64 67
41. <i>Total miscellaneous</i> ,	2,171 49
42. TOTAL EXPENDITURES FOR OPERATING THE ROAD ,	2,171 49
43. Per mile of the road operated,	-
44. Per mile of single track operated, not including sidings,	-
45. Per train mile,	-
46. Proportion for Massachusetts,	-
47. Percentage of expenditures to income,	-

Revenue for the Year.

1. Receipts from local passengers on roads operated by this company,	Received by the Boston and Lowell R. R. Corporation.
2. Receipts from passengers from and to other roads over roads operated by this company,	
3. Receipts from passengers over other roads as tolls, or for use of cars of this company,	
4. Receipts from local freight on roads operated by this company,	
5. Receipts from freight from and to other roads over roads operated by this company,	
6. Receipts from freight over other roads as tolls, or for use of cars of this company,	
7. Receipts for express,	
8. Receipts for mails,	

9. Receipts as rents for use of road and equipment, when leased,	\$17,500 00
10. Receipts as rents for use of property other than above,	Nothing.
11. Total earnings,	17,500 00
12. Per mile of road operated,	} Boston and Lowell R. R. Corporation.
13. Per mile of road operated,—computed as single track, not including sidings,	
14. Per train mile,	
15. Proportion for Massachusetts,	
16. Income from other roads,	} Nothing.
17. Income from all other sources,	
18. TOTAL INCOME,	17,500 00
19. Percentage of income to capital stock and debt,	} B. & L. R. R. Corporation.
20. Percentage of income to total means applied to construction, equipment, &c.,	
Net Income, Dividends, &c.	
1. Total net income above operating expenses,	\$15,328 51
2. Percentage of net income to capital stock and debt,	} B. & L. R. R. Corporation.
3. Percentage of net income to total means applied to construction, equipment, &c.,	
4. Paid for interest,	13,614 00
5. Paid in dividends $\frac{3}{4}$ per cent. for the year,	1,824 75
6. Paid to sinking funds,	Nothing.
7. Balance for the year or surplus [deficit],	110 24
8. Surplus at commencement of the year [deficit],	717 07
9. Total surplus [deficit],	827 31
10. Invested as follows:—	
Cash and loans,	} Nothing.
Balance of accounts due from other roads,	
Other uncollected accounts,	} Nothing.
Materials for repairs,	
Fuel and stores,	
Any other items,	

General Balance Sheet at last Closing of Accounts.

DR.

Capital stock,	\$243,305 00
Bonds due 1878,	226,900 00
Unpaid dividends,	71 00
State tax,	2,071 69
	<hr/>
	\$472,347 69

CR.

Railroad,	\$468,968 84
Profit and loss account,	827 31
Cash,	2,065 79
Boston and Lowell Railroad Corporation,	485 75
	<hr/>
	\$472,347 69

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCON- DUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . .	-	-	-	-	-	-
Employés, . . .	-	-	-	-	-	-
Others, . . .	-	-	2	-	2	-

Statement of each Accident.

[Operated by the Boston and Lowell Railroad Corporation under a contract.]

October 27, 1871.—An unknown man was killed near North Reading by the 5 P. M. train from Salem.

March 19, 1872.—Patrick Wood was run over by the 12-45 P. M. train from Lowell, receiving injuries which proved fatal.

Name and Residence of Officers.

[Directors of the Salem and Lowell Railroad Company.]

William E. Livingston, *President*, Lowell; Josiah B. French, Lowell; John F. Kimball, Lowell; Atwell F. Wright, Lowell; Daniel S. Richardson, Lowell; Charles B. Coburn, Lowell; Alden H. Buttrick, Lowell; F. H. Nourse, *Treasurer and Clerk*.

Proper Address for the Company.

F. H. NOURSE, TREASURER AND CLERK, LOWELL.

F. B. CROWNINSHIELD,
J. G. ABBOTT,
T. JEFFERSON COOLIDGE,

Directors of the Boston and Lowell Railroad Corporation.

COMMONWEALTH OF CONNECTICUT.

SUFFOLK, SS. Boston, November 19, 1872. Then personally appeared F. B. Crowninshield, J. G. Abbott and T. Jefferson Coolidge, and severally made oath to the truth of the foregoing statement by them subscribed.

C. E. A. BARTLETT, *Justice of the Peace.*

REPORT

OF THE

SOUTH READING BRANCH RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

[This road is operated by the Eastern Railroad Company.]

Capital Stock and Debts.	
1. Capital stock authorized by charter,	\$300,000 00
2. Capital stock authorized by votes of company,	300,000 00
3. Capital stock paid in (number of shares, 2,088),	208,800 00
4. Capital stock issued,	208,800 00
5. Capital stock paid in per mile of road owned by company,	25,714 28
6. Capital stock paid in, proportion for Massachusetts,	25,714 28
7. Par value of shares,	100 00
8. Funded debt as follows:—	
1st mortgage bonds, due rate of interest,	} None.
2d mortgage bonds, due rate of interest,	
3d mortgage bonds, due rate of interest,	
9. Total amount of funded debt,	
10. Unfunded debt, incurred for construction, equipment or purchase of property,	106,204 19
11. Debt incurred for any other purpose, and for what,	—
12. Total amount of debt,	106,204 19
13. Proportion of debt for Massachusetts,	106,204 19
14. Proportion of debt per mile of road,	13,079 33
15. Total cash realized from capital and debt,	\$315,004 19
16. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property,	—
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,	315,004 19
18. Proportion of above for Massachusetts,	315,004 19
19. Number of stockholders,	3
20. Amount of stock held in Massachusetts,	208,800 00
21. Number of stockholders in Massachusetts,	3

Cost of Road, Equipment and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.

1. Grading and masonry,	\$103,936 88
2. Bridging,	585 73
3. Superstructure, including rails,	61,539 27
4. Land, land damages and fences,	50,507 80
5. Passenger and freight stations, wood-sheds and water stations,	} 9,303 30
6. Engine-houses, car-sheds and turn-tables,	

7. Interest paid during construction, discount, &c.	-	-
8. Engineering, agencies, salaries and other expenses during construction,	\$89,131 48	
9. <i>Total expended for construction,</i>		\$315,004 19
10. Average cost of construction per mile of road built by company,	}	38,793 62
11. Same per mile of single track built by company, not including sidings,		
12. Proportion of cost of construction for Massachusetts,		

EQUIPMENT.

13. Locomotives and snow-plows,	}	None.
14. Passenger, mail and baggage cars,		
15. Freight and other cars,		
16. Machine-shops, machinery and tools,		
17. <i>Total for equipment,</i>		
18. Average cost of equipment <i>per mile of road operated</i> by company,		
19. Proportion for Massachusetts,	}	

PROPERTY PURCHASED.

20. branch, original cost,	}	None.
purchased for		
21. Stock of shares,		
purchased for		
22. Bonds of road, nominal amount,	}	None.
purchased for		
23. Steamboat, nominal amount		
purchased for		
24. Lands in not necessary for operation of road,	}	315,004 19
25. Other property purchased,		
26. <i>Total property purchased,</i>		
27. Property in Massachusetts (including proportion of equipment),		
28. WHOLE AMOUNT OF PERMANENT INVESTMENTS,	}	
29. Proportion for Massachusetts,		
30. Amount of sinking and contingent funds,		-

Description of Road.

1. Length of main line of road from Peabody to Wakefield,		8.12 miles.
Length of main line of road in Massachusetts,	8.12 miles.	
In other States, specifying each,	None.	
2. Length of line with track laid, if road is not completed,		Completed.
3. Length of double track on main line,		None.
4. Branches owned by company. Name and description of each single or double track, ; length,	None.	
5. Total length of branches owned by company,	}	None.
6. Total length of branches owned by company in Massachusetts,		
7. Total length of branches owned by company in other States, specifying each,		
8. Length of double track on branches,		None.
9. Total length of road belonging to this company,		8.12 miles.
10. Aggregate length of sidings and other tracks not above enumerated [7,335 feet],		1.39 miles.
11. Same in Massachusetts,		1.39 miles.

12. Aggregate length of tracks belonging to this company, computed as single track,			9.51 miles.
13. Same in Massachusetts,			9.51 miles.
14. Total length of steel rails in tracks belonging to this company,	-		-
[Weights per yard,			
15. Total length of steel-top rails in tracks belonging to this company,	-		-
[Weights per yard,			
16. Miles of telegraph on line of road,	}		None.
17. Miles of telegraph owned by this company,			
18. Number of telegraph offices in company's stations,			
19. Number of telegraph stations operated by this company,			
20. Number of telegraph stations operated jointly by railroad and telegraph company,	}		None.
21. Number of spans of bridges of 25 feet and upwards,			
22. Number of iron bridges (aggr'te length,			
23. Number of wooden bridges (aggr'te length, 25 feet),			
24. BRIDGES BUILT WITHIN THE YEAR.			1
[None.]			
25. Number of crossings of highways at grade,	-		-
26. Number of crossings of highways over railroad,		1	
27. Number of crossings of highways under railroad,	-		-
28. Number of highway bridges 18 feet above track,	-		-
29. Number of highway bridges less than 18 feet above track,	-		-
30. Number of crossings at which gates or flagmen are maintained,	-		-
31. Number of crossings at which there are neither gates nor flagmen,	-		-
32. Number of railroad crossings at grade,	}		None.
33. Number of railroad crossings over other railroads,			
34. Number of railroad crossings under other railroads,			
ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.			
35. Name, description and length of each—	}		None.
36. Total length of above roads,			
37. Total length of above roads in Massachusetts,			
38. Total length of above roads in other States, specifying each,			
39. Total miles of road operated by this company,			8.12 miles.
40. Total miles of road operated by this company in Massachusetts,			8.12 miles.
41. Number of stations on all roads operated by this company,			3
42. Same in Massachusetts,			3

Rolling Stock.

[Has no equipment. Furnished by Eastern R. R.]

Mileage, Traffic, &c.

1. Miles run by passenger trains,	22,592
2. Rate of speed of express passenger trains, including stops,	25 to 28 miles.

3. Rate of speed of accommodation trains, including stops,	18 to 20 miles.	
4. Miles run by freight trains,		4,992
5. Rate of speed of freight trains, including stops,	13	
6. Miles run by other trains, and for what purposes,	-	-
7. Total train miles run,		27,584
8. Number of through passengers (whole length of road),		2,938
9. Number of local passengers (over part of road),		21,258
10. Total number of passengers carried,		24,196
11. Total passenger mileage, or passengers carried one mile,		143,500
12. Passenger mileage to and from other roads,		44,504
13. Number of tons carried,		21,647
14. Total freight mileage, or tons carried one mile,		108,234
15. Freight mileage to and from other roads,	-	-
16. Average rate of fare per mile (not including season tickets) received from passengers on roads operated by this company,		3.95 cents.
17. Average rate of fare per mile received from passengers to and from other roads,*		2.56 cents.
18. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket,		1.81 cents.
Average rate of fare per mile for all passengers,		3.27 cents.
19. Average rate of freight per ton per mile on roads operated by this company,	-	-
20. Average rate of freight per ton per mile to and from other roads,*		7.99 cents.
21. Average number of cars in passenger trains, including baggage cars,		2
22. Average number of cars in freight trains (basis of 8 wheels),		4 to 5
23. Average weight of passenger trains, including locomotive and tender, in working order,	-	-
24. Average weight of freight trains, including locomotive and tender, in working order,	-	-
25. Number of persons regularly employed by company, including officials,		18

Classification of Business.

PASSENGERS.

1. Passengers coming from other States,†		-
2. Passengers going to other States,†		-
3. Passengers travelling only within this State,	12,657	
4. Total season-ticket passengers (round trip),	5,769	
5. Passengers to Boston (including season),‡		-
6. Passengers from Boston (including season),‡		-
7. Season-ticket passengers to and from Boston (one round trip daily),‡		-

* After deducting all allowances for tolls, or use of cars, &c.
† Apply only to roads crossing the State line.
‡ Apply only to the roads terminating in Boston.

FREIGHT, IN TONS.

	Brought from other States.	Carried to other States.	Carried within this State only.	Taken from Boston.*	Carried to Boston.*
1. Anthracite coal,	-	-	-	-	-
2. Bituminous coal,	-	-	-	-	-
3. Petroleum,	-	-	-	-	-
4. Railroad iron, including steel and steel-capped rails,	-	-	-	-	-
5. Castings and other iron,	-	-	-	-	-
6. Other metals,	-	-	-	-	-
7. Iron and other ores,	-	-	-	-	-
8. Stone and brick,	-	-	-	-	-
9. Lime, cement and sand,	-	-	-	-	-
10. Lumber,	-	-	-	-	-
11. Ice,	-	-	-	-	-
12. Live stock,	-	-	-	-	-
13. Dressed carcasses, smoked and salted meats,	-	-	-	-	-
14. Flour,	-	-	-	-	-
15. Grain,	-	-	-	-	-
16. Other agricultural products,	-	-	-	-	-
17. Manufactures not included above,†	-	-	-	-	-
18. Merchandise,†	-	-	-	-	-
19. Other articles,	-	-	-	-	-
20. Total tons carried,	-	-	21,647	-	-

Expenditures Charged to Capital Account during the Year.

1. Main line, extension or alteration of road,	} Nothing.
2. Branches, extension or alteration of road, specifying each,	
3. Double track extension,	
4. Land,	
5. Passenger and freight stations, wood-sheds and water stations,	
6. Engine-houses, car-sheds, and turn-tables,	
7. New locomotives and snow-plows,	
8. New passenger cars,	
9. New mail and baggage cars,	
10. New freight cars,	
11. Machine-shops, machinery and tools,	
12. Purchase of other roads, specifying what,	
13. Subscriptions or loans to other roads, specifying what,	
14. Any other expenditures charged to capital account,	
15. TOTAL,	-

Expenditures on Operating Account for the Year.

MAINTENANCE OF WAY AND BUILDINGS.

1. Repairs of road, exclusive of bridges and new rails,†	\$5,690 09
2. New iron rails, deducting old rails sold (number of miles weight per yard),†	-
3. Steel rails (number of miles weight per yard,)	-
4. Repairs of bridges,	-
5. Repairs of buildings and fixtures,	1,150 00
6. Repairs of fences, road crossings, and signs,	347 00
7. Removing ice and snow,	-
8. Other expenses,	-
9. Total for maintenance of way and buildings,	7,187 09

* Apply only to the roads terminating in Boston.

† Manufactured articles starting from the place of manufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depot for sale, they become a part of the general merchandise of the place, and on any second transit are to be reckoned under the second head.

† Including labor and materials in new sidings.

10. Per mile of road kept in repair,	}	\$885 20
11. Per mile of single track kept in repair, not including sidings,		
12. Of the above total there was expended for other than <i>ordinary</i> repairs,		

TRAFFIC EXPENSES.

13. Repairs of locomotives and snow-plows,*	2,393 72
14. New locomotives and snow-plows,*	—
15. Repairs of machine-shops and machinery,*	—
16. New machine-shops and machinery,*	—
17. Repairs of passenger, baggage and mail [and freight] cars,*	1,695 20
18. New passenger, baggage and mail cars,*	—
19. Repairs of freight and other cars,*	—
20. New freight and other cars,*	—
21. Fuel—number of cords of wood, about 60; cost,†	353 25
22. Fuel—number of tons of coal, about 360; cost,†	2,784 00
23. Oil and waste,†	251 00
24. Amount paid other corporations or individuals not operating railroads, for use of cars, and for repairs of same,	—
25. Salaries, wages, and incidentals, chargeable to passenger department,	} 4,700 18
26. Salaries, wages and incidentals, chargeable to freight depart- ment,	
27. Wages of switchmen, gate-keepers, signal-men, and watch- men, unless included above,	
28. Gratuities and damages, passenger account,	—
29. Gratuities and damages, freight account,	—
30. Other expenditures,	—
31. Total of traffic expenses,	12,177 35
32. Per mile of road operated,	} 1,499 67
33. Per mile of single track operated, not including sidings,	

MISCELLANEOUS.

MISCELLANEOUS.	
34. Amount paid other companies as rent for use of road, specifying each company and amount [to Eastern R. R.],	3,200 00
35. Telegraph expenses,	} None.
36. United States taxes and stamps,	
37. State taxes,	
38. Local taxes,	
39. Insurance, loss by fire, and damages paid for fires set by engines,	
40. General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the foregoing items,	-
41. <i>Total miscellaneous</i> ,	-
42. TOTAL EXPENDITURES FOR OPERATING THE ROAD,	22,564 44
43. Per mile of the road operated,	} 2,778 87
44. Per mile of single track operated, not including sidings,	
45. Per train mile,	81.80 cents.
46. Proportion for Massachusetts,	22,564 44
47. Percentage of expenditures to income,	189 per cent.

Revenue for the Year.

1. Receipts from local passengers on roads operated by this company,	\$3,557 59
2. Receipts from passengers from and to other roads over roads operated by this company,	1,139 75
3. Receipts from passengers over other roads as tolls, or for use of cars of this company,	-
4. Receipts from local freight on roads operated by this company,	} 8,658 68
5. Receipts from freight from and to other roads over roads operated by this company,	

* To include oil, fuel, clerks, watchmen and incidentals about shops.

† For cars and engines.

6. Receipts from freight over other roads as tolls, or for use of cars of this company,	-
7. Receipts for express,	-
8. Receipts for mails,	-
9. Receipts as rents for use of road and equipment, when leased,	-
10. Receipts as rents for use of property other than above,	-
11. Total earnings,	\$13,356 02
12. Per mile of road operated,	} 1,644 83
13. Per mile of road operated,—computed as single track, not including sidings,	
14. Per train mile,	48.42 cents.
15. Proportion for Massachusetts,	13,356 02
16. Income from other roads,	-
17. Income from all other sources,	-
18. TOTAL INCOME,	13,356 02
19. Percentage of income to capital stock and debt,	} 4.23 per ct.
20. Percentage of income to total means applied to construction, equipment, &c.,	

Net Income, Dividends, &c.

1. Total net income above operating expenses [loss],*	\$9,208 42
2. Percentage of net income to capital stock and debt,	-
3. Percentage of net income to total means applied to construction, equipment, &c.,	-
4. Paid for interest,	-
5. Paid in dividends per cent for the year,	-
6. Paid to sinking funds,	-
7. Balance for the year or surplus,	None.
8. Surplus at commencement of the year,	None.
9. Total surplus,*	None.
10. Invested as follows:—	
Cash and loans,	-
Balance of accounts due from other roads,	-
Other uncollected accounts,	-
Materials for repairs,	-
Fuel and stores,	-
Any other items,	-

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.		Injured.
Passengers,	-	-	1	-	1	-
Employés,	-	-	-	-	-	-
Others,	-	-	-	-	-	-

Statement of each Accident.

August 15, 1872.—Thomas J. Punch, fatally injured by jumping from the train while in motion, at Wakefield.

* We are obliged to run the trains, and receipts are so much less than necessary expenses.

Name and Residence of Officers.

Thornton K. Lothrop, *President*, Boston, Mass.; Charles F. Hatch, *General Manager*, Boston, Mass.; John B. Parker, *Treasurer*, Boston, Mass.; J. Prescott, *Superintendent*, Boston, Mass.; John Colgate, *Auditor*, Boston, Mass.; W. J. C. Kenney, *General Freight Agent*, Boston, Mass.; George Russell, *General Ticket Agent*, Boston, Mass.

Proper Address for the Company.

SOUTH READING BRANCH RAILROAD COMPANY, BOSTON, MASS.

THORNTON K. LOTHROP,
JNO. WOOLDREDGE,
HENRY L. WILLIAMS,
F. HAVEN,

Directors of the South Reading Branch Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, December 21, 1872. Then personally appeared Thornton K. Lothrop, Jno. Wooldredge, Henry L. Williams and Franklin Haven, and severally made oath to the truth of the foregoing statement (by them subscribed) to the best of their knowledge and belief.

ARTHUR LINCOLN, *Justice of the Peace.*

REPORT
OF THE
SOUTH SHORE RAILROAD COMPANY,
FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts.		
1. Capital stock authorized by charter,		\$600,000 00
2. Capital stock authorized by votes of company,	10,000 shares.	
3. Capital stock paid in, number of shares, 10,000,	259,685 00	
4. Capital stock issued,	10,000 shares.	
5. Capital stock paid in per mile of road owned by company,	19,066 45	
6. Capital stock paid in, proportion for Massachusetts,	259,685 00	
7. Par value of shares,	50 00	
8. Funded debt as follows:—		
1st mortgage bonds, due Oct. 1, 1880, rate of interest, 6 per cent.,	\$150,000 00	
2d mortgage bonds, due rate of interest, per cent.,	—	—
3d mortgage bonds, due rate of interest, per cent.,	—	—
9. Total amount of funded debt,	150,000 00	
10. Unfunded debt, incurred for construction, equipment or purchase of property,	125,000 00	
11. Debt incurred for any other purpose, and for what,	—	—
12. Total amount of debt,	275,000 00	
13. Proportion of debt for Massachusetts,	275,000 00	
14. Proportion of debt per mile of road,	23,913 04	
15. Total cash realized from capital and debt,	534,685 00	
16. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property,	91,907 96	
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,	626,592 96	
18. Proportion of above for Massachusetts,	626,592 96	
19. Number of stockholders,	30	
20. Amount of stock held in Massachusetts,	9,995 shares.	
21. Number of stockholders in Massachusetts,	27	

Cost of Road, Equipment and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.

1. Grading and masonry,	\$125,382 06
2. Bridging.	13,448 80
3. Superstructure, including rails,	82,063 10
4. Land, land damages and fences,	101,977 56
5. Passenger and freight stations, wood-sheds and water stations,	25,303 16
6. Engine-houses, car-sheds and turn-tables,	4,226 66

7. Interest paid during construction, discount, &c.,	\$21,886	70	
8. Engineering, agencies, salaries and other expenses during construction,	87,878	58	
9. Total expended for construction,			\$462,166 62
10. Average cost of construction per mile of road built by company,			33,932 93
11. Same per mile of single track built by company, not including sidings,			40,188 35
12. Proportion of cost of construction for Massachusetts,			462,166 62
EQUIPMENT.			
13. Locomotives and snow-plows,	15,600	50	
14. Passenger, mail and baggage cars,	17,026	50	
15. Freight and other cars,	6,799	34	
16. Machine-shops, machinery and tools,	-	-	
17. Total for equipment,			39,426 34
18. Average cost of equipment per mile of road operated by company,			2,894 73
19. Proportion for Massachusetts,			39,426 34
PROPERTY PURCHASED.			
20. branch, original cost,			-
purchased for	-	-	
21. Stock of D. & C. Railroad, 1,250 shares, purchased for	125,000	00	
22. Bonds of road, nominal amount			-
purchased for	-	-	
23. Steamboat nominal amount,			-
purchased for	-	-	
24. Lands in not necessary for operation of road,			-
25. Other property purchased,			-
26. Total property purchased,			125,000 00
27. Property in Massachusetts (including proportion of equipment),			-
28. WHOLE AMOUNT OF PERMANENT INVESTMENTS,			626,592 96
29. Proportion for Massachusetts,			626,592 96
30. Amount of sinking and contingent funds,			31,500 00
Description of Road.			
1. Length of main line of road from Braintree, Mass., to Cohasset, Mass.,			11.55
Length of main line of road in Massachusetts, In other States, specifying each,	11.55		-
2. Length of line with track laid, if road is not completed,			-
3. Length of double track on main line,			-
4. Branches owned by company. Name and description of each single or double track ; length,			-
5. Total length of branches owned by company,			-
6. Total length of branches owned by company in Massachusetts,			-
7. Total length of branches owned by company in other States, specifying each,			-
8. Length of double track on branches,			-
9. Total length of road belonging to this company,			11.55
10. Aggregate length of sidings and other tracks not above enumerated,			1.78
11. Same in Massachusetts,			1.78

12. Aggregate length of tracks belonging to this company, computed as single track, . . .	13.33	
13. Same in Massachusetts,	13.33	
14. Total length of steel rails in tracks belonging to this company,	-	-
[Weights per yard,]		
15. Total length of steel-top rails in tracks belonging to this company,	-	-
[Weights per yard,]		
16. Miles of telegraph on line of road,	23.10	
17. Miles of telegraph owned by this company, . .	11.55	
18. Number of telegraph offices in company's stations,	6	
19. Number of telegraph stations operated by this company,	6	
20. Number of telegraph stations operated jointly by railroad and telegraph company,	-	
21. Number of spans of bridges of 25 feet and upwards,	5	
22. Number of iron bridges (aggregate length, feet),	-	-
23. Number of wooden bridges (aggregate length, .14 mile),	9	

24. BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	Kind.	Material.	Length.	When built.
East Braintree, . . .	On stone piers,	Wooden, . . .	66 feet, . . .	February.

25. Number of crossings of highways at grade, . . .	25	
26. Number of crossings of highways over railroad, . . .	4	
27. Number of crossings of highways under railroad, . . .	2	
28. Number of highway bridges 18 feet above track, . . .	-	-
29. Number of highway bridges less than 18 feet above track,	4	
30. Number of crossings at which gates or flagmen are maintained,	-	-
31. Number of crossings at which there are neither gates nor flagmen,	25	
32. Number of railroad crossings at grade,	-	-
33. Number of railroad crossings over other railroads,	-	-
34. Number of railroad crossings under other railroads,	-	-

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

35. Name, description and length of each—		
36. Total length of above roads,	-	-
37. Total length of above roads in Massachusetts, . .	-	-
38. Total length of above roads in other States, specifying each,	-	-
39. Total miles of road operated by this company, . . .	11.55	
40. Total miles of road operated by this company in Massachusetts,	11.55	
41. Number of stations on all roads operated by this company,	10	
42. Same in Massachusetts,	10	

Rolling Stock.

	Total number.	Per mile of road operated.
1. Locomotives (average weight of engines in working order, 25 1-6 tons),	3	.23
2. Tenders (average weight of tenders full of fuel and water, 15 1-6 tons), (Average joint weight of engines and tenders, 40 1-3 tons.)	3	
3. Snow-plows (average weight 3-4 ton),	1	
4. Passenger cars (average weight, 17 3-4 tons),	12	1.048
5. Mail and baggage cars (av. weight, 14 3-4 tons),	2	
6. 8-wheel box freight cars (av. weight, 16,765 lbs.)	4	
7. 4-wheel box freight cars (av. weight,)	-	-
8. 8-wheel platform cars (av. weight, 13,500 lbs.),	4	
9. 4-wheel platform cars (av'ge weight, lbs.)	-	-
10. Other cars (coal, gravel, &c.) [av. weight 6,960 lbs.],	7	
11. Total freight cars, including coal, &c., on a basis of 8 wheels,	11½	1.004
12. Number of locomotives equipped with train brakes, (Kind of brake,)	-	-
13. Number of cars equipped with train brakes, (Kind of brake,)	-	-
14. Number of passenger cars in proportion to passengers carried one mile,	1 to 241,841.	

Mileage, Traffic, &c.

1. Miles run by passenger trains,	51,872
2. Rate of speed of express passenger trains, including stops,	-
3. Rate of speed of accommodation trains, including stops,	22
4. Miles run by freight trains,	8,291
5. Rate of speed of freight trains, including stops,	8
6. Miles run by other trains, and for what purposes,	-
7. Total train miles run,	60,163
8. Number of through passengers (whole length of road),	120,314
9. Number of local passengers (over part of road),	368,105
10. Total number of passengers carried,	488,419
11. Total passenger mileage, or passengers carried one mile,	2,902,097
12. Passenger mileage to and from other roads,	2,721,639
13. Number of tons carried,	34,127
14. Total freight mileage, or tons carried one mile,	197,210
15. Freight mileage to and from other roads,	192,933
16. Average rate of fare per mile (not including season tickets) received from passengers on roads occupied by this company,	4.74 cents.
17. Average rate of fare per mile received from passengers to and from other roads,*	2.20 cents.
18. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket,	1.45 cents.
Average rate of fare per mile for <i>all</i> passengers,	2.36 cents.
19. Average rate of freight per ton per mile on roads operated by this company,	8.5 cents.
20. Average rate of freight per ton per mile to and from other roads,	8.1 cents.
21. Average number of cars in passenger trains, including baggage cars,	4.35

* After deducting all allowances for tolls, use of cars, &c.

22. Average number of cars in freight trains (basis of 8 wheels),	5
23. Average weight of passenger trains, including locomotive and tender, in working order,	99½ tons.
24. Average weight of freight trains, including locomotive and tender, in working order,	78½ tons.
25. Number of persons regularly employed by company, including officials,	43

Classification of Business.

PASSENGERS.

1. Passengers coming from other States,*	-
2. Passengers going to other States,*	-
3. Passengers travelling only within this State,	488,419
4. Total season-ticket passengers (round trip),	70,420
5. Passengers to Boston (including season),†	-
6. Passengers from Boston (including season),†	-
7. Season-ticket passengers to and from Boston (one round trip daily),†	-

Expenditures Charged to Capital Account during the Year.

1. Main line, extension or alteration of road,	-
2. Branches, extension or alteration of road, specifying each,	-
3. Double track extension,	-
4. Land,	-
5. Passenger and freight stations, wood-sheds and water stations,	-
6. Engine-houses, car-sheds, and turn-tables,	-
7. New locomotives and snow-plows,	-
8. New passenger cars,	-
9. New mail and baggage cars,	-
10. New freight cars,	-
11. Machine-shops, machinery and tools,	-
12. Purchase of other roads, specifying what,	-
13. Subscriptions or loans to other roads, specifying what,	-
14. Any other expenditures charged to capital account,	-
15. TOTAL,	\$125,000 00

Expenditures on Operating Account for the Year.

MAINTENANCE OF WAY AND BUILDINGS.

1. Repairs of road, exclusive of bridges and new rails,†	\$14,701 06
2. New iron rails, deducting old rails sold (number of miles, 1.6, weight per yard, 56 lbs.),†	5,698 81
3. Steel rails (number of miles weight per yard),	-
4. Repairs of bridges,	1,467 74
5. Repairs of buildings and fixtures,	3,396 63
6. Repairs of fences, road crossings and signs,	486 32
7. Removing ice and snow,	-
8. Other expenses,.. . . .	-
9. Total for maintenance of way and buildings,	25,750 56
10. Per mile of road kept in repair,	2,239 18
11. Per mile of single track kept in repair, not including sidings,	2,239 18
12. Of the above total there was expended for other than ordinary repairs,	-

* Apply only to roads crossing the State line.

† Apply only to the roads terminating in Boston.

‡ Including labor and materials in new sidings.

TRAFFIC EXPENSES.

13. Repairs of locomotives and snow-plows,*	\$7,092 26
14. New locomotives and snow-plows,*	-
15. Repairs of machine-shops and machinery,*	-
16. New machine-shops and machinery,*	-
17. Repairs of passenger, baggage and mail cars,*	2,612 79
18. New passenger, baggage and mail cars,*	-
19. Repairs of freight and other cars,*	1,022 33
20. New freight and other cars,*	-
21. Fuel—number of cords of wood, 28; cost,†	138 50
22. Fuel—number of tons of coal, 1,415; cost,†	10,325 57
23. Oil and waste,†	1,789 64
24. Amount paid other corporations or individuals not operating railroads, for use of cars, and for repairs of same,	-
25. Salaries, wages and incidentals, chargeable to passenger department,	12,320 37
26. Salaries, wages and incidentals, chargeable to freight depart- ment,	5,074 68
27. Wages of switchmen, gate-keepers, signal-men, and watch- men, unless included above,	709 19
28. Gratuities and damages, passenger account,	-
29. Gratuities and damages, freight account,	167 28
30. Other expenditures,	280 64
31. <i>Total of traffic expenses,</i>	41,533 25
32. Per mile of road operated,	3,611 58
33. Per mile of single track operated, not including sidings,	3,611 58

MISCELLANEOUS.

34. Amount paid other companies as rent for use of road, speci- fying each company and amount,	-
35. Telegraph expenses,	-
36. United States taxes and stamps,	-
37. State taxes,	1,400 15
38. Local taxes,	225 45
39. Insurance, loss by fire, and damages paid for fires set by engines,	600 00
40. General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the foregoing items,	134 35
41. <i>Total miscellaneous,</i>	2,359 95
42. TOTAL EXPENDITURES FOR OPERATING THE ROAD,	69,643 76
43. Per mile of the road operated,	6,055 98
44. Per mile of single track operated, not including sidings,	6,055 98
45. Per train mile,	1 15
46. Proportion for Massachusetts,	69,643 76
47. Percentage of expenditures to income,	76½ per cent.

Revenue for the Year.

1. Receipts from local passengers on roads operated by this company,	\$8,563 95
2. Receipts from passengers from and to other roads over roads operated by this company,	59,991 53
3. Receipts from passengers over other roads as tolls, or for use of cars of this company,	-
4. Receipts from local freight on roads operated by this com- pany,	1,083 07
5. Receipts from freight from and to other roads over roads operated by this company,	17,440 15
6. Receipts from freight over other roads as tolls, or for use of cars of this company,	-
7. Receipts for express,	2,336 92

* To include oil, fuel, clerks, watchmen, and incidentals about shops.

† For cars and engines.

8. Receipts for mails,	\$1,010 94
9. Receipts as rents for use of road and equipment, when leased,	-
10. Receipts as rents for use of property other than above [viz: rents, extra baggage, &c.],	608 39
11. Total earnings,	91,034 95
12. Per mile of road operated,	7,916 08
13. Per mile of road operated,—computed as single track, not including sidings,	7,916 08
14. Per train mile,	1.51½
15. Proportion for Massachusetts,	91,034 95
16. Income from other roads,	-
17. Income from all other sources,	-
18. TOTAL INCOME,	91,034 95
19. Percentage of income to capital stock and debt,	16.02 per ct.
20. Percentage of income to total means applied to construction, equipment, &c.,	14.51 per ct.

Net Income, Dividends, &c.

1. Total net income above operating expenses,	\$21,391 19
2. Percentage of net income to capital stock and debt,	{ About 4 per cent.
3. Percentage of net income to total means applied to construction, equipment, &c.,	3.41 per ct.
4. Paid for interest,	15,758 50
5. Paid in dividends per cent. for the year,	-
6. Paid to sinking funds,	-
7. Balance for the year or surplus,	5,632 69
8. Surplus at commencement of the year [\$27,483.07, less \$2,390 for sinking fund and payment of trustees],	25,093 07
9. Total surplus,*	30,725 76
10. Invested as follows:—	
Cash and loans,	25,098 53
Balance of accounts due from other roads,	-
Other uncollected accounts,	-
Materials for repairs,	4,239 73
Fuel and stores,	1,387 50
Any other items,	-

General Balance Sheet at last Closing of Accounts.

DR.	
Cash,	\$17,928 52
Construction,	501,592 96
Fuel and materials on hand,	5,627 23
Duxbury & Cohasset R. R. Co.,	125,000 00
	<hr/>
	\$650,148 71

CR.	
Capital stock,	\$259,685 00
Bonds due October 1, 1880,	150,000 00
Bonds due October 1, 1881,	125,000 00
Income account,	109,970 16
Contingent fund,	5,000 00
Agents' department,	493 55
	<hr/>
	\$650,148 71

* Total surplus by trial balance, \$114,970.16. [Com.]

Statement of each Accident.

[None.]

Name and Residence of Officers.

Onslow Stearns, *President*. John M. Washburn, *Treasurer*. Charles F. Choate
(Cambridge), *Clerk*.

Proper Address for the Company.

SOUTH SHORE RAILROAD COMPANY, BOSTON, MASSACHUSETTS.
(P. O. Box, 5,063.)

ONSLow STEARNS,
OLIVER AMES,
URIEL CROCKER,

Directors of the South Shore Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 14, 1872. Then personally appeared Onslow Stearns, Oliver Ames and Uriel Crocker, and severally made oath to the truth of the foregoing statement by them subscribed.

JOHN M. WASHBURN, *Justice of the Peace*.

REPORT

OF THE

STOCKBRIDGE AND PITTSFIELD RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

[This road is operated, under a perpetual lease, by the Housatonic Railroad Company, of Conn.]

Capital Stock and Debts.	
1. Capital stock authorized by charter,	\$550,000 00
2. Capital stock authorized by votes of company,	550,000 00
3. Capital stock paid in, number of shares, 4,487,	448,700 00
4. Capital stock issued,	448,700 00
5. Capital stock paid in per mile of road owned by company,	20,395 45
6. Capital stock paid in, proportion for Massachusetts,	All in Mass.
7. Par value of shares,	100 00
8. Funded debt as follows:—	
1st mortgage bonds, due, rate of interest	None.
2d mortgage bonds, due, rate of interest	
3d mortgage bonds, due, rate of interest	
9. Total amount of funded debt,	None.
10. Unfunded debt, incurred for construction, equipment or purchase of property,	
11. Debt incurred for any other purpose, and for what,	
12. Total amount of debt,	\$448,700 00
13. Proportion of debt for Massachusetts,	
14. Proportion of debt per mile of road,	
15. Total cash realized from capital and debt,	
16. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property,*	- -
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,	448,700 00
18. Proportion of above for Massachusetts,	All in Mass.
19. Number of stockholders,	214
20. Amount of stock held in Massachusetts,	281,100 00
21. Number of stockholders in Massachusetts,	155

Cost of Road, Equipment and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.

1. Grading and masonry,	-	-
2. Bridging,	-	-

* It appears that the company has "property purchased" valued at \$2,475, but there is nothing to show from what source the expenditure therefor was derived, the total realized from capital stock having been expended in construction. [Com.]

3. Superstructure, including rails,	-	-
4. Land, land damages and fences,	-	-
5. Passenger and freight stations, wood-sheds and water stations,	-	-
6. Engine-houses, car-sheds and turn-tables,	-	-
7. Interest paid during construction, discount, &c.,	-	-
8. Engineering, agencies, salaries and other expenses during construction,	-	-
9. <i>Total expended for construction</i> ,		\$448,700 00
10. Average cost of construction per mile of road built by company,		20,395 00
11. Same per mile of single track built by company, not including sidings,	-	-
12. Proportion of cost of construction for Massachusetts,		448,700 00

EQUIPMENT.

13. Locomotives and snow-plows,	}	No equipment.
14. Passenger, mail and baggage cars,		
15. Freight and other cars,		
16. Machine-shops, machinery and tools,		
17. <i>Total for equipment</i> ,		
18. Average cost of equipment <i>per mile of road operated</i> by company,		
19. Proportion for Massachusetts,		

PROPERTY PURCHASED.

20. branch, original cost,	-	-
21. Stock of Stockbridge and Pittsfield Railroad, 33 shares, purchased for [actual cost not known, but valued at]	2,475 00	
22. Bonds of, nominal amount,	-	-
23. Steamboat nominal amount	-	-
24. Lands in not necessary for operation of road,	-	-
25. Other property purchased,	-	-
26. <i>Total property purchased</i> ,		2,475 00
27. Property in Massachusetts (including proportion of equipment),		All in Mass.
28. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		451,175 00
29. Proportion for Massachusetts,	-	-
30. Amount of sinking and contingent funds,		2,475 00

Description of Road.

1. Length of main line of road from Stockbridge to Pittsfield,	22 miles.	22 miles.
Length of main line of road in Massachusetts,	22 miles.	
In other States, specifying each	-	-
2. Length of line of track laid, if road is not completed,	-	-
3. Length of double track on main line,	-	-
4. Branches owned by company. Name and description of each single or double track—length,	-	-
5. Total length of branches owned by company,	-	-
6. Total length of branches owned by company in Massachusetts,	}	None.
7. Total length of branches owned by company in other States, specifying each,		
8. Length of double track on branches,	-	-

9. Total length of road belonging to this company,		22 miles.
10. Aggregate length of sidings and other tracks not above enumerated,	}	3 miles.
11. Same in Massachusetts,		
12. Aggregate length of tracks belonging to this company, computed as single track,		25 miles.
13. Same in Massachusetts,		All in Mass.
14. Total length of steel rails in tracks belonging to this company,	-	-
[Weights per yard,]		
15. Total length of steel-top rails in tracks belonging to this company;	-	-
[Weights per yard,]		
16. Miles of telegraph on line of road,	-	-
17. Miles of telegraph owned by this company,	-	-
18. Number of telegraph offices in company's stations,	-	-
19. Number of telegraph stations operated by this company,	-	-
20. Number of telegraph stations operated jointly by railroad and telegraph company,	-	-
21. Number of spans of bridges of 25 feet and upwards,		11
22. Number of iron bridges (aggregate length,)		None.
23. Number of wooden bridges (aggrate length,)		640 feet.
24. BRIDGES BUILT WITHIN THE YEAR. [None.]		
25. Number of crossings of highways at grade,		24
26. Number of crossings of highways over railroad,		2
27. Number of crossings of highways under railroad,		3
28. Number of highway bridges 18 feet above track,		None.
29. Number of highway bridges less than 18 feet above track,		2
30. Number of crossings at which gates or flagmen are maintained,		None.
31. Number of crossings at which there are neither gates nor flagmen,		24
32. Number of railroad crossings at grade,		None.
33. Number of railroad crossings over other railroads,		None.
34. Number of railroad crossings under other railroads,		None.
ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.		
35. Name, description and length of each,	-	-
36. Total length of above roads,	-	-
37. Total length of above roads in Massachusetts,	-	-
38. Total length of above roads in other States, specifying each,	-	-
39. Total miles of road operated by this company,	-	-
40. Total miles of road operated by this company in Massachusetts,	-	-
41. Number of stations on all roads operated by this company [this road],	}	10
42. Same in Massachusetts,		

Rolling Stock.

[Operated by the Housatonic Railroad Company.]

Mileage, Traffic, &c.

1. Miles run by passenger trains,	29.368
2. Rate of speed of express passenger trains, including stops,	25 miles per hour.
3. Rate of speed of accommodation trains, including stops,	25 miles per hour.
4. Miles run by freight trains,	28.990
5. Rate of speed of freight trains, including stops,	12 miles per hour.
6. Miles run by other trains, and for what purposes,	- -
7. Total train miles run,	58.358
8. Number of through passengers (whole length of road),	- -
9. Number of local passengers (over part of road),	- -
10. Total number of passengers carried,	105,194
11. Total passenger mileage, or passengers carried one mile,	1,247,163
12. Passenger mileage to and from other roads,	732,246
13. Number of tons carried,	102,329
14. Total freight mileage, or tons carried one mile,	1,126,478
15. Freight mileage to and from other roads,	1,014,326
16. Average rate of fare per mile (not including season tickets) received from passengers on roads operated by this company,	2.98 cents.
17. Average rate of fare per mile received from passengers to and from other roads,*	2.60 cents.
18. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket,	- -
Average rate of fare per mile for <i>all</i> passengers,	- -
19. Average rate of freight per ton per mile on roads operated by this company,	2.97 cents.
20. Average rate of freight per ton per mile to and from other roads,*	- -
21. Average number of cars in passenger trains, including baggage cars,	2
22. Average number of cars in freight trains (basis of 8 wheels),	20
23. Average weight of passenger trains, including locomotive and tender, in working order	- -
24. Average weight of freight trains, including locomotive and tender, in working order	- -
25. Number of persons regularly employed by company, including officials,	- -

Classification of Business.**PASSENGERS.**

1. Passengers coming from other States,†	31,467
2. Passengers going to other States,†	28,940
3. Passengers travelling only within this State,	30,204
4. Total season-ticket passengers (round trip),	-
5. Passengers to Boston (including season),‡	-
6. Passengers from Boston (including season),‡	-
7. Season-ticket passengers to and from Boston (one round trip daily),‡	-

* After deducting all allowances for tolls, or use of cars, &c.

† Apply only to roads crossing the State line.

‡ Apply only to the roads terminating in Boston.

FREIGHT, IN TONS.

	Brought from other States.	Carried to other States.	Carried within this State only.	Taken from Boston.†	Carried to Boston.‡
1. Anthracite coal,	1,985	-	-	-	-
2. Bituminous coal,	2,183	-	-	-	-
3. Petroleum,	313	-	-	-	-
4. Railroad iron, including steel and steel-capped rails,	-	-	-	-	-
5. Castings and other iron,	431	-	-	-	-
6. Other metals,	-	-	-	-	-
7. Iron and other ores,	1,942	-	-	-	-
8. Stone and brick,	1,703	4,311	-	-	-
9. Lime, cement and sand,	1,747	1,753	-	-	-
10. Lumber,	1,159	-	83	-	-
11. Ice,	-	-	-	-	-
12. Live stock,	-	-	-	-	-
13. Dressed carcasses, smoked and salted meats,	-	-	-	-	-
14. Flour,	2,772	617	327	-	-
15. Grain,	2,173	181	347	-	-
16. Other agricultural products,	319	211	173	-	-
17. Manufactures not included above,*	2,774	2,987	123	-	-
18. Merchandise,*	49,711	13,190	2,240	-	-
19. Other articles,	1,903	2,917	1,754	-	-
20. Total tons carried,	71,115	26,167	5,047	-	-

Expenditures Charged to Capital Account during the Year.

1. Main line, extension or alteration of road,
2. Branches, extension or alteration of road, specifying each
3. Double track extension,
4. Land,
5. Passenger and freight stations, wood-sheds and water stations,
6. Engine-houses, car-sheds, and turn-tables,
7. New locomotives and snow-plows,
8. New passenger cars,
9. New mail and baggage cars,
10. New freight cars,
11. Machine-shops, machinery and tools,
12. Purchase of other roads, specifying what,
13. Subscriptions or loans to other roads, specifying what,
14. Any other expenditures charged to capital account,
15. TOTAL,

Nothing.

Expenditures on Operating Account for the Year.

MAINTENANCE OF WAY AND BUILDINGS.

1. Repairs of road, exclusive of bridges and new rails,†
2. New iron rails, deducting old rails sold (number of miles, weight per yard,),‡
3. Steel rails (number of miles,, weight per yard,)
4. Repairs of bridges,
5. Repairs of buildings and fixtures,
6. Repairs of fences, road crossings, and signs,
7. Removing ice and snow,
8. Other expenses,
9. Total for maintenance of way and buildings,
10. Per mile of road kept in repair,
11. Per mile of single track kept in repair, not including sidings,
12. Of the above total there was expended for other than ordinary repairs,

\$46,277 38
Operated by
Housatonic
R. R. Com-
pany.

* Manufactured articles starting from the place of manufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depot for sale, they become a part of the general merchandise of the place, and on any second transit are to be reckoned under the second head.

† Apply only to the roads terminating in Boston.

‡ Including labor and materials in new sidings.

TRAFFIC EXPENSES.

13. Repairs of locomotives and snow-plows,†	.	.	.	.
14. New locomotives and snow-plows,†	.	.	.	.
15. Repairs of machine-shops and machinery,†	.	.	.	.
16. New machine-shops and machinery,†	.	.	.	.
17. Repairs of passenger, baggage and mail cars,†	.	.	.	.
18. New passenger, baggage and mail cars,†	.	.	.	.
19. Repairs of freight and other cars,†	.	.	.	.
20. New freight and other cars,†	.	.	.	.
21. Fuel—number of cords of wood, ; cost,†	.	.	.	.
22. Fuel—number of tons of coal, ; cost,†	.	.	.	.
23. Oil and waste,†	.	.	.	.
24. Amount paid other corporations or individuals not operating railroads, for use of cars, and for repairs of same,	.	.	.	.
25. Salaries, wages and incidentals, chargeable to passenger department,	.	.	.	.
26. Salaries, wages and incidentals, chargeable to freight depart- ment,	.	.	.	.
27. Wages of switchmen, gate-keepers, signal-men, and watch- men, unless included above,	.	.	.	.
28. Gratuities and damages, passenger account,	.	.	.	.
29. Gratuities and damages, freight account,	.	.	.	.
30. Other expenditures,	.	.	.	.
31. <i>Total of traffic expenses,</i>	.	.	.	.
32. Per mile of road operated,	.	.	.	.
33. Per mile of single track operated, not including sidings,	.	.	.	.

\$70,199 05
Operated by
Housatonic
R. R. Com-
pany.

MISCELLANEOUS.

34. Amount paid other companies as rent for use of road, speci- fying each company and amount,	.	.	.	.
35. Telegraph expenses,	.	.	.	.
36. United States taxes and stamps,	.	.	.	.
37. State taxes,	.	.	.	.
38. Local taxes,	.	.	.	.
39. Insurance, loss by fire, and damages paid for fires set by engines,	.	.	.	.
40. General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the foregoing items,	.	.	.	.
41. <i>Total miscellaneous,</i>	.	.	.	.
[Total expenses paid by this road,]	.	.	.	.
42. TOTAL EXPENDITURES FOR OPERATING THE ROAD [by Housa- tonic R. R. Co.],	.	.	.	.
43. Per mile of the road operated,	.	.	.	.
44. Per mile of single track operated, not including sidings,	.	.	.	.
45. Per train mile,	.	.	.	.
46. Proportion for Massachusetts,	.	.	.	.
47. Percentage of expenditures to income,	.	.	.	.

262 80
5,084 40

170 75
5,517 95
5,517 95
116,476 43

Revenue for the Year.

1. Receipts from local passengers on roads operated by this company,	.	.	.	.
2. Receipts from passengers from and to other roads over roads operated by this company,	.	.	.	.
3. Receipts from passengers over other roads as tolls, or for use of cars of this company,	.	.	.	.
4. Receipts from local freight on roads operated by this com- pany,	.	.	.	.
5. Receipts from freight from and to other roads over roads operated by this company,	.	.	.	.
6. Receipts from freight over other roads as tolls, or for use of cars of this company,	.	.	.	.

\$39,334 39

85,845 59

† To include oil, fuel, clerks, watchmen, and incidentals about shops.

† For cars and engines.

7. Receipts for express,	\$1,833 26
8. Receipts for mails,	2,003 32
9. Receipts as rents for use of road and equipment, when leased,	31,409 00
10. Receipts as rents for use of property other than above,	-
11. Total earnings [received by Housatonic R. R. Co.],	129,016 56
12. Per mile of road operated,	-
13. Per mile of road operated,—computed as single track, not including sidings,	1,427 68
14. Per train mile,	-
15. Proportion for Massachusetts,	All in Mass.
16. Income from other roads [received by this road],*	31,409 00
17. Income from all other sources,	224 00
18. TOTAL INCOME [received by this road],	31,633 00
19. Percentage of income to capital stock and debt,	7 1-20 per ct.
20. Percentage of income to total means applied to construction, equipment, &c.,	-

Net Income, Dividends, &c.

1. Total net income above operating expenses [being <i>rent</i> from Housatonic R. R. Co., less expenses and taxes],	\$25,891 05
2. Percentage of net income to capital stock and debt,	-
3. Percentage of net income to total means applied to construction, equipment, &c.,	-
4. Paid for interest,	-
5. Paid in dividends 5 8-10 per cent. for the year,†	26,061 80
6. Paid to sinking funds,	-
7. Balance for the year or surplus,	53 25
8. Surplus at commencement of the year,	185 40
9. Total surplus,	78 40
10. Invested as follows:—‡	
Cash and loans,	78 40
Balance of accounts due from other roads,	-
Other uncollected accounts,	-
Materials for repairs,	-
Fuel and stores,	-
Any other items,	-

General Balance Sheet at last Closing of Accounts.

DR.

Railroad (land to Housatonic Railroad),	\$448,700 00
Stockbridge and Pittsfield Railroad stock (33 shares),	2,475 00
Cash on hand,	78 40
	<hr/>
	\$451,253 40

CR.

Capital stock paid in,	\$448,700 00
Property purchased (estimated value),	2,475 00
Surplus,	78 40
	<hr/>
	\$451,253 40

* This road is managed exclusively by the Housatonic Railroad Company, of the State of Connecticut, under a *perpetual lease* of \$31,409 a year, which is all the revenue the S. & P. Railroad has. The receipts given are all by Housatonic Railroad Company.

† Net received by stockholders, \$26,061.80, being 7 per cent. on the stock, less taxes amounting to \$5,347.20.

‡ Two (2) shares of S. & P. R. R. stock have been purchased during the year, costing \$160.25.

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCON- DUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . .	-	-	1	1	1	1
Employés, . . .	-	-	-	-	-	-
Others, . . .	-	-	-	-	-	-

Statement of each Accident.

November 24, 1871.—John Price, while walking on the track near Lee station, was struck and killed instantly; aged 25 years, and a Frenchman.

June 15, 1872.—John Devine, under the influence of liquor, fell from platform of passenger car near Pittsfield; was injured, but not seriously.

SIR:—In preparing and returning to this Board the annual report of the railroad under your charge in Massachusetts, we would be obliged if you would also furnish us with full information on the following points:—

1. Have any changes been made in the freight or passenger tariffs of the road under your charge in Massachusetts during the past year?

2. State the nature and extent of such changes, if any were made, and specify in particular what articles of merchandise, or travel from what towns, were affected by them.

3. What effect, so far as the returns of this year indicate, did any reduction made during the railroad year 1870-71 have on the aggregate receipts of your road for the year 1871-72? As far as you can ascertain, have the aggregate receipts from the towns or business affected by the reductions made in 1870-71 increased or diminished?

We shall be much indebted for any information you may be willing to communicate to us, for our own use in the preparation of the forthcoming report of this Board, relating to these or other points of interest in connection with the operation or management of the road under your charge during the year just terminated.

We remain, &c.,

CHAS. F. ADAMS, JR.,

A. D. BRIGGS,

FRANCIS M. JOHNSON,

Railroad Commissioners.

In answer to your questions we say:—

1. We have made some slight changes.

2. The changes have affected manufacturers' freight, mostly rags and paper.

3. The changes have had the effect to *reduce* our receipts, and slightly to *increase* the freight carried.

Name and Residence of Officers.

Daniel R. Williams, *President*, Stockbridge; Daniel A. Kimball, *Treasurer*, Stockbridge.

Proper Address for the Company.

THE STOCKBRIDGE & PITTSFIELD R. R. CO., STOCKBRIDGE, MASS.

The road is under a perpetual lease to the Housatonic Railroad Company,

C. K. AVERILL, *Treasurer*, Bridgeport, Conn.

W. H. BARNUM,
DAVID S. DRAPER,

Directors of the Housatonic Railroad Company.

STATE OF CONNECTICUT.

BRIDGEPORT, CONN., ss. November 6, 1872. Then personally appeared W. H. Barnum and David S. Draper, and severally made oath to the truth of the foregoing statement by them subscribed.

C. K. AVERILL, *Notary Public*.

R E P O R T

OF THE

STONY BROOK RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

[This road is operated by the Nashua and Lowell Railroad Company.]

Capital Stock and Debts.

1. Capital stock authorized by charter,	\$300,000 00	
2. Capital stock authorized by votes of company,	300,000 00	
3. Capital stock paid in (number of shares),	300,000 00	
4. Capital stock issued,	3,000 00	
5. Capital stock paid in per mile of road owned by company,	22,796 00	
6. Capital stock paid in, proportion for Massachusetts,	Whole.	
7. Par value of shares,	100 00	
8. Funded debt as follows:—		
1st mortgage bonds, due rate of interest	None.	
2d mortgage bonds, due rate of interest,	None.	
3d mortgage bonds, due rate of interest,	None.	
9. Total amount of funded debt,	None.	
10. Unfunded debt, incurred for construction, equipment or purchase of property,	None.	
11. Debt incurred for any other purpose, and for what,	None.	
12. Total amount of debt,	None.	
13. Proportion of debt for Massachusetts,	None.	
14. Proportion of debt per mile of road,	None.	
15. Total cash realized from capital and debt,	\$300,000 00	
16. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property,	None.	
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,	295,108 33	
18. Proportion of above for Massachusetts,*	Whole.	
19. Number of stockholders,	248	
20. Amount of stock held in Massachusetts,	283,000 00	
21. Number of stockholders in Massachusetts,	232	

Cost of Road, Equipment and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.

1. Grading and masonry	\$82,898 72
2. Bridging,	3,600 03
3. Superstructure, including rails,	118,197 05
4. Land, land damages and fences,	30,112 44

5. Passenger and freight stations, wood-sheds and water stations,	\$11,462 41	
6. Engine-houses, car-sheds and turn-tables [and lands, unadjusted],	22,484 05	
7. Interest paid during construction, discount, &c.,	374 88	
8. Engineering, agencies, salaries and other expenses during construction,	25,570 42	
9. <i>Total expended for construction</i> ,		\$295,108 33
19. Average cost of construction per mile of road built by company,		22,796 35
11. Same per mile of single track built by company, not including sidings,	-	-
12. Proportion of cost of construction for Massachusetts,		Whole.

EQUIPMENT.

13. Locomotives and snow-plows,	}	This road is equipped and operated by the Nashua & Lowell R. R. under a lease. See contract at the end of the return for 1860.
14. Passenger, mail and baggage cars,		
15. Freight and other cars,		
16. Machine-shops, machinery and tools,		
17. <i>Total for equipment</i> ,		
18. Average cost of equipment per mile of road operated by company,		
19. Proportion for Massachusetts,*		

PROPERTY PURCHASED.

20. branch, original cost,		
purchased for	-	-
21. Stock of road, shares,		
purchased for	-	-
22. Bonds of road, nominal amount		
purchased for	-	-
23. Steamboat nominal amount		
purchased for	-	-
24. Lands in not necessary for operation of of road,		
of road,	-	-
25. Other property purchased,	-	-
26. <i>Total property purchased</i> ,	-	-
27. Property in Massachusetts (including proportion of equipment),		295,108 33
28. WHOLE AMOUNT OF PERMANENT INVESTMENTS,	-	-
29. Proportion for Massachusetts,		Whole.
30. Amount of sinking and contingent funds,	-	-

Description of Road.

1. Length of main line of road from North Chelmsford to Ayer,		13.16 miles.
Length of main line of road in Massachusetts,	13.16 miles.	
In other States, specifying each,	None.	
2. Length of line with track laid, if road is not completed,	-	-
3. Length of double track on main line,		None.
4. Branches owned by company. Name and description of each single or double track, ; length,	-	-
5. Total length of branches owned by company,	-	-
6. Total length of branches owned by company in Massachusetts,	None.	
7. Total length of branches owned by company in other States, specifying each,	None.	
8. Length of double track on branches,		None.
9. Total length of road belonging to this company,		13.16 miles.

10. Aggregate length of sidings and other tracks not above enumerated,	4,949 feet.
11. Same in Massachusetts,	All.
12. Aggregate length of tracks belonging to this company, computed as single track,	14.09 miles.
13. Same in Massachusetts,	All.
14. Total length of steel rails in tracks belonging to this company,	None.
[Weights per yard,]	
15. Total length of steel-top rails in tracks belonging to this company,	None.
[Weights per yard,]	
16. Miles of telegraph on line of road,	13.16
17. Miles of telegraph owned by this company, . .	None.
18. Number of telegraph offices in company's stations,	1
19. Number of telegraph stations operated by this company,	None.
20. Number of telegraph stations operated jointly by railroad and telegraph company,	2
21. Number of spans of bridges of 25 feet and upwards,	5
22. Number of iron bridges (aggregate length, . .)	None.
23. Number of wooden bridges (aggregate length, 200 feet),	3
24. BRIDGES BUILT WITHIN THE YEAR. [None built.]	
25. Number of crossings of highways at grade, . .	14
26. Number of crossings of highways over railroad, .	3
27. Number of crossings of highways under railroad,	1
28. Number of highway bridges 18 feet above track, .	None.
29. Number of highway bridges less than 18 feet above track,	3
30. Number of crossings at which gates or flagmen are maintained,	3
31. Number of crossings at which there are neither gates nor flagmen,	8
32. Number of railroad crossings at grade,	None.
33. Number of railroad crossings over other railroads,	None.
34. Number of railroad crossings under other railroads,	1
ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.	
35. Name, description and length of each,	None.
36. Total length of above roads,	
37. Total length of above roads in Massachusetts, .	
38. Total length of above roads in other States, specifying each,	
39. Total miles of road operated by this company, .	Operated by the Nashua and Lowell Railroad Corporation.
40. Total miles of road operated by this company in Massachusetts,	
41. Number of stations on all roads operated by this company,	
42. Same in Massachusetts,	
Rolling Stock.	
[Operated by the Nashua and Lowell Railroad Corporation.]	

Mileage, Traffic, &c.

[Reported by the Nashua and Lowell Railroad Corporation.]

FREIGHT, IN TONS.

[Reported by the Nashua and Lowell Railroad Corporation.]

Expenditures Charged to Capital Account during the Year.

1. Main line, extension or alteration of road,	-
2. Branches, extension or alteration of road, specifying each,	-
3. Double track extension,	-
4. Land [and improvement, to construction account],	} \$23,257 16
5. Passenger and freight stations, wood-sheds and water stations,	
6. Engine-houses, car-sheds and turn-tables,	-
7. New locomotives and snow-plows,	-
8. New passenger cars,	-
9. New mail and baggage cars,	-
10. New freight cars,	-
11. Machine-shops, machinery and tools,	-
12. Purchase of other roads, specifying what,	-
13. Subscriptions or loans to other roads, specifying what,	-
14. Any other expenditures charged to capital account,	-
15. TOTAL,	-

Expenditures on Operating Account for the Year.**MAINTENANCE OF WAY AND BUILDINGS.**

[Paid by the Nashua and Lowell Railroad Corporation.]

TRAFFIC EXPENSES.

[Paid by the Nashua and Lowell Railroad Corporation.]

MISCELLANEOUS.

34. Amount paid other companies as rent for use of road, specifying each company and amount,	-
35. Telegraph expenses,	-
36. United States taxes and stamps,	\$303 14
37. State taxes,	4,119 48
38. Local taxes,	-
39. Insurance, loss by fire, and damages paid for fires set by engines,	-
40. General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the foregoing items,	87 75
41. Total miscellaneous,	4,510 37
42. TOTAL EXPENDITURES FOR OPERATING THE ROAD [except miscellaneous, paid by Nashua and Lowell Railroad Corporation],	-
43. Per mile of the road operated,	-
44. Per mile of single track operated, not including sidings,	-
45. Per train mile,	-
46. Proportion for Massachusetts,	-
47. Percentage of expenditures to income,	-

Revenue for the Year.

[Leased to the Nashua and Lowell Railroad Corporation.]

Net Income, Dividends, &c.

1. Total net income above operating expenses,	\$18,212 25
2. Percentage of net income to capital stock and debt,	-
3. Percentage of net income to total means applied to construction, equipment, &c.,	-
4. Paid for interest,	-
5. Paid in dividends 6 per cent. for the year,	18,000 00
6. Paid to sinking funds,	-
7. Balance for the year or surplus,	212 25
8. Surplus at commencement of the year,	634 41
9. Total surplus,*	846 66
10. Invested as follows:—	
Cash and loans,	-
Balance of accounts due from other roads,	-
Other uncollected accounts,	-
Materials for repairs,	-
Fuel and stores,	-
Any other items,	-

General Balance Sheet at last Closing of Accounts.**DR.**

Construction,	\$271,615 95
Cash,	10,971 93
Dividend No. 40,	2 50
National dividend tax,	69 98
Insurance,	110 00
Office expenses,	703 07
Bills receivable,	2,000 00
Nashua and Lowell Railroad,	4,989 06
Real estate,	23,492 38
	<hr/>
	\$313,954 87

CR.

Stock,	\$300,000 00
Interest,	442 90
Reserved tax,	105 26
Dividend No. 41,	\$51 00
Dividend No. 47,	111 00
Dividend No. 48,	420 00
Dividend No. 49,	9,000 00
	<hr/>
	9,582 00
Profit and loss,	3,824 71
	<hr/>
	\$313,954 87

* Total surplus as per balance sheet is \$3,824.71. [Com.]

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCON- DUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . .	-	-	-	1	-	1
Employés, . . .	-	1	-	-	-	1
Others, . . .	-	-	-	1	-	1

Statement of each Accident.

October 26, 1871.—John Conley was caught between the cars at Graniteville, receiving injuries which proved fatal.

April 6, 1872.—A boy named Burrill was fatally injured while playing on the track at Forge Village.

June 8.—Carrie Taplin was injured by jumping from a train while in motion, at West Chelmsford.

Name and Residence of Officers.

Samuel W. Stickney, of Lowell, *Clerk and Treasurer.* *Directors.*—Wm. A. Burke, of Lowell; James B. Francis, of Lowell; Sewall G. Mack, of Lowell; Geo. F. Richardson, of Lowell; Samuel W. Stickney, of Lowell; Benj. F. Clark, of Chelmsford.

Proper Address for the Company.

STONY BROOK RAILROAD COMPANY, LOWELL, MASS.

F. B. CROWNINSHIELD,
HENRY SIGOURNEY,
ONSLow STEARNS,

Directors of the Nashua and Lowell Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. November 20, 1872. Then personally appeared F. B. Crowninshield and Henry Sigourney, and severally made oath that the foregoing statement by them subscribed is true, to the best of their knowledge and belief.

C. E. A. BARTLETT, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. November 21, 1872. Then personally appeared Onslow Stearns, and made oath that the foregoing statement by him subscribed is true, to the best of his knowledge and belief.

C. E. A. BARTLETT, *Justice of the Peace.*

REPORT

OF THE

STOUGHTON BRANCH RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

[Operated, in part, by the Boston and Providence Railroad Corporation.]*

Capital Stock and Debts.

1. Capital stock authorized by charter,	\$150,000 00
2. Capital stock authorized by votes of company,	85,400 00
3. Capital stock paid in (number of shares, 854),	85,400 00
4. Capital stock issued,	85,400 00
5. Capital stock paid in per mile of road owned by company,	21,128 15
6. Capital stock paid in, proportion for Massachusetts,	All.
7. Par value of shares,	100 00
8. Funded debt as follows:—	
1st mortgage bonds, due, rate of interest,	} No mortgage bonds.
2d mortgage bonds, due, rate of interest,	
3d mortgage bonds, due, rate of interest,	
9. Total amount of funded debt,	None.
10. Unfunded debt, incurred for construction, equipment or purchase of property,	None.
11. Debt incurred for any other purpose, and for what,	692 95
12. Total amount of debt,	692 95
13. Proportion of debt for Massachusetts,	All.
14. Proportion of debt per mile of road,	171 43
15. Total cash realized from capital and debt,	\$86,092 95
16. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property [\$36,541.01 less property sold],	23,041 01
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,	113,441 01
18. Proportion of above for Massachusetts,	All.
19. Number of stockholders,	68 00
20. Amount of stock held in Massachusetts,	84,700 00
21. Number of stockholders in Massachusetts,	65 00

Cost of Road, Equipment and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.

1. Grading and masonry,	\$38,401 98
2. Bridging,	1,770 06
3. Superstructure, including rails,	36,322 87
4. Land, land damages and fences,	8,945 51

* This Company is now united with the Boston and Providence Railroad Corporation.

5. Passenger and freight stations, wood-sheds and water stations,	\$16,413 09	
6. Engine-houses, car-sheds and turn-tables [included in above],	-	-
7. Interest paid during construction, discount, &c.	-	-
8. Engineering, agencies, salaries and other expenses during construction,	2,887 50	
9. <i>Total expended for construction,</i>		\$104,741 01
10. Average cost of construction per mile of road built by company,		21,419 43
11. Same per mile of single track built by company, not including sidings,		21,419 43
12. Proportion of cost of construction for Massachusetts,		All.

EQUIPMENT.

13. Locomotives and snow-plows,	None.	
14. Passenger, mail and baggage cars,	8,700 00	
15. Freight and other cars,	None.	
16. Machine-shops, machinery and tools,	None.	
17. <i>Total for equipment,</i>		8,700 00
18. Average cost of equipment <i>per mile of road operated</i> by company,		2,152 39
19. Proportion for Massachusetts,		All.

PROPERTY PURCHASED.

20. branch, original cost,	} None.	
purchased for		
21. Stock of road, shares,		
purchased for		
22. Bonds of , nominal amount		
purchased for		
23. Steamboat , nominal amount		
purchased for		
24. Lands in not necessary for operation of road,		
25. Other property purchased,		
26. <i>Total property purchased,</i>		
27. Property in Massachusetts (including proportion of equipment),	-	-
28. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		113,441 01
29. Proportion for Massachusetts,		All.
30. Amount of sinking and contingent funds,		None.

Description of Road.

1. Length of main line of road from Stoughton to Canton,		4.042 miles.
Length of main line of road in Massachusetts, [In other States, specifying each,]	All.	-
2. Length of line with track laid, if road is not completed,		Completed.
3. Length of double track on main line,		None.
4. Branches owned by company. Name and description of each single or double track, length,		-
5. Total length of branches owned by company,	{ No branches owned by this company.	
6. Total length of branches owned by company in Massachusetts,		-
7. Total length of branches owned by company in other States, specifying each,		-
8. Length of double track on branches,		-
9. Total length of road belonging to this company,		4.042 miles.

10. Aggregate length of sidings and other tracks not above enumerated,	4,500 feet.
11. Same in Massachusetts,	All.
12. Aggregate length of tracks belonging to this company, computed as single track,	4.89 miles.
13. Same in Massachusetts,	All.

14. Total length of steel rails in tracks belonging to this company,	None.
[Weights per yard,]	

15. Total length of steel-top rails in tracks belonging to this company,	None.
[Weights per yard,]	

16. Miles of telegraph on line of road,	None.
17. Miles of telegraph owned by this company,	
18. Number of telegraph offices in company's stations,	

19. Number of telegraph stations operated by this company,	None.
20. Number of telegraph stations operated jointly by railroad and telegraph company,	
21. Number of spans of bridges of 25 feet and upwards,	

22. Number of iron bridges (aggregate length,)	1
23. Number of wooden bridges (aggregate length, 50 feet 6 inches),	None.

24. BRIDGES BUILT WITHIN THE YEAR.	1
[No bridges built.]	

25. Number of crossings of highways at grade,	5
26. Number of crossings of highways over railroad,	None.
27. Number of crossings of highways under railroad,	1

28. Number of highway bridges 18 feet above track,	None.
29. Number of highway bridges less than 18 feet above track,	None.
30. Number of crossings at which gates or flagmen are maintained,	2

31. Number of crossings at which there are neither gates nor flagmen,	3
32. Number of railroad crossings at grade,	None.
33. Number of railroad crossings over other railroads,	None.

34. Number of railroad crossings under other railroads,	None.
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ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.	
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35. Name, description and length of each,	None.
36. Total length of above roads,	
37. Total length of above roads in Massachusetts,	

38. Total length of above roads in other States, specifying each,	None.
39. Total miles of road operated by this company [in part],	
40. Total miles of road operated by this company in Massachusetts,	

41. Number of stations on all roads operated by this company [in part],	4
42. Same in Massachusetts,	All.

Rolling Stock.	
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1. Locomotives (average weight of engines in working order,)	No locomotives or tenders.
------------------------------------------------------------------------	----------------------------

	Per mile of road operated.
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Total number.	
---------------	--

	Total number.	Per mile of road operated.
2. Tenders (average weight of tenders full of fuel and water,) (Average joint weight of engines and tenders,)	- -	- -
3. Snow-plows (average weight, tons), . . .	None.	
4. Passenger cars (average weight, 36,000 lbs.), . . .	2	
5. Mail and baggage cars (average weight,), . . .	}	
6. 8-wheel box freight cars (average weight,), . . .		
7. 4-wheel box freight cars (av'ge weight,), . . .		
8. 8-wheel platform cars (average weight,), . . .		
9. 4-wheel platform cars (av'ge weight,), . . .		
10. Other cars (coal, gravel, &c.), . . .	}	None.
11. Total freight cars, including coal, &c., on a basis of 8 wheels, . . .		
12. Number of locomotives equipped with train brakes, . . . (Kind of brake, . . .)	}	Operated principally by Boston & Prov. R. R. Co.
13. Number of cars equipped with train brakes, . . . (Kind of brake, . . .)		
14. Number of passenger cars in proportion to passengers carried one mile, . . .		
Mileage, Traffic, &c.		
1. Miles run by passenger trains [intersecting trains operated by this company], . . . [Through trains operated by the Boston & Prov. R. R. Co.], . . .	13,144 5,840	} 18,984
2. Rate of speed of express passenger trains, including stops, . . .	27 miles per hour.	
3. Rate of speed of accommodation trains, including stops, . . .	18 miles per hour.	
4. Miles run by freight trains, . . .	}	No separate freight trains.
5. Rate of speed of freight trains, including stops, . . .		
6. Miles run by other trains, and for what purposes, . . .	No other trains.	
7. Total train miles run, . . .	18,984	
8. Number of through passengers (whole length of road), . . .	106,005	
9. Number of local passengers (over part of road), . . .	23,430	
10. Total number of passengers carried, . . .	129,435	
11. Total passenger mileage, or passengers carried one mile, . . .	351,865	
12. Passenger mileage to and from other roads, . . .	258,145	
13. Number of tons carried, . . .	30,509	
14. Total freight mileage, or tons carried one mile, . . .	69,494	
15. Freight mileage to and from other roads, . . .	36,383	
16. Average rate of fare per mile (not including season tickets) received from passengers on roads occupied by this company, . . .	6.20+ cents.	
17. Average rate of fare per mile received from passengers to and from other roads,* . . .	3.44+ cents.	
18. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket, . . .	1.72+ cents.	
Average rate of fare per mile for all passengers, . . .	3.78+ cents.	
19. Average rate of freight per ton per mile on roads operated by this company, . . .	4.50+ cents.	
20. Average rate of freight per ton per mile to and from other roads,* . . .	0.12+ cent.	
21. Average number of cars in passenger trains, including baggage cars, . . .	3	

* After deducting all allowances for tolls, or use of cars, &c.

22. Average number of cars in freight trains (basis of 8 wheels),	No separate freight trains.
23. Average weight of passenger trains, including locomotive and tender, in working order,	164,000 lbs.
24. Average weight of freight trains, including locomotive and tender, in working order,	No separate freight trains.
25. Number of persons regularly employed by company, including officials [the greater number employed by B. & P. R. R. Co.],	4

Classification of Business.

PASSENGERS.

1. Passengers coming from other States,†	None.
2. Passengers going to other States,†	None.
3. Passengers travelling only within this State,	129,435
4. Total season-ticket passengers (round trip),	68,331
5. Passengers to Boston (including season),†	—
6. Passengers from Boston (including season),†	—
7. Season-ticket passengers to and from Boston (one round trip daily),†	—

FREIGHT, IN TONS.

[Included in the Boston and Providence Railroad return.]

Expenditures Charged to Capital Account during the Year.

1. Main line, extension or alteration of road,	} None.
2. Branches, extension or alteration of road, specifying each,	
3. Double track extension,	
4. Land,	
5. Passenger and freight stations, wood-sheds and water stations,	
6. Engine-houses, car-sheds and turn-tables,	
7. New locomotives and snow-plows,	
8. New passenger cars,	
9. New mail and baggage cars,	
10. New freight cars,	
11. Machine-shops, machinery and tools,	
12. Purchase of other roads, specifying what,	
13. Subscriptions or loans to other roads, specifying what,	
14. Any other expenditures charged to capital account,	
15. TOTAL,	

Expenditures on Operating Account for the Year.

MAINTENANCE OF WAY AND BUILDINGS.

1. Repairs of road, exclusive of bridges and new rails,*	\$163 33
2. New iron rails, deducting old rails sold (number of ft., 8,832, weight per yard, 56 lbs.)*	3,163 22
3. Steel rails (number of miles, weight per yard,),	None.
4. Repairs of bridges,	None.
5. Repairs of buildings and fixtures,	3,411 99
6. Repairs of fences, road crossings and signs,	None.
7. Removing ice and snow,	None.
8. Other expenses,	None.

* Including labor and materials in new sidings.

† Apply only to roads crossing the State line.

‡ Apply only to the roads terminating in Boston.

9. Total for maintenance of way and buildings,	\$6,738 59
10. Per mile of road kept in repair,	1,667 14
11. Per mile of single track kept in repair, not including sidings,	1,667 14
12. Of the above total there was expended for other than ordinary repairs,	None.

TRAFFIC EXPENSES.

13. Repairs of locomotives and snow-plows,†	-
14. New locomotives and snow-plows,†	-
15. Repairs of machine-shops and machinery,†	-
16. New machine-shops and machinery,†	-
17. Repairs of passenger, baggage and mail cars,†	350 06
18. New passenger, baggage and mail cars,†	-
19. Repairs of freight and other cars,†	-
20. New freight and other cars,†	-
21. Fuel—number of cords of wood, ; cost,†	-
22. Fuel—number of tons of coal 60 ; cost,†	510 93
23. Oil and waste,†	153 55
24. Amount paid other corporations or individuals not operating railroads, for use of cars and for repairs of same,	Nothing.
25. Salaries, wages and incidentals, chargeable to passenger department,	1,667 07
26. Salaries, wages and incidentals, chargeable to freight department,	833 53
27. Wages of switchmen, gate-keepers, signal-men, and watchmen, unless included above,	-
28. Gratuities and damages, passenger account,	-
29. Gratuities and damages, freight account,	-
30. Other expenditures [Boston & Prov. R. R. Co., use of locomotive,	1,470 00
31. Total of traffic expenses,	4,985 14
32. Per mile of road operated,	1,233 33
33. Per mile of single track operated, not including sidings,	1,233 33

MISCELLANEOUS.

34. Amount paid other companies as rent for use of road, specifying each company and amount [Boston & Prov. R. R. Co.	4,338 96
35. Telegraph expenses,	-
36. United States taxes and stamps,	57 95
37. State taxes,	987 90
38. Local taxes,	-
39. Insurance, loss by fire, and damages paid for fires set by engines,	23 60
40. General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the foregoing items,	1,035 03
41. Total miscellaneous,	6,443 44
42. TOTAL EXPENDITURES FOR OPERATING THE ROAD,	18,167 17
43. Per mile of the road operated,	4,492 12
44. Per mile of single track operated, not including sidings,	4,492 12
45. Per train mile,	95 cents.
46. Proportion for Massachusetts,	All.
47. Percentage of expenditures to income,	64 cents.

Revenue for the Year.

1. Receipts from local passengers on roads operated by this company,	\$2,230 09
2. Receipts from passengers from and to other roads over roads operated by this company,	10,302 27
3. Receipts from passengers over other roads as tolls, or for use of cars of this company,	224 28

† To include oil, fuel, clerks, watchmen, and incidentals about shops.

‡ For cars and engines.

4. Receipts from local freight on roads operated by this company,	\$1,382 57
5. Receipts from freight from and to other roads over roads operated by this company,	5,354 23
6. Receipts from freight over other roads as tolls, or for use of cars of this company,	—
7. Receipts for express,	790 11
8. Receipts for mails,	200 00
9. Receipts as rents for use of road and equipment, when leased,	—
10. Receipts as rents for use of property other than above,	—
11. Total earnings,	20,483 55
12. Per mile of road operated,	5,067 68
13. Per mile of road operated,—computed as single track, not including sidings,	5,067 68
14. Per train mile,	1 07
15. Proportion for Massachusetts,	All.
16. Income from other roads,	None.
17. Income from all other sources,	7,554 91
18. TOTAL INCOME,	28,038 46
19. Percentage of income to capital stock and debt,	.32+
20. Percentage of income to total means applied to construction, equipment, &c.,	.26+
Net Income, Dividends, &c.	
1. Total net income above expenses,	\$9,871 29
2. Percentage of net income to capital stock and debt,	.11+
3. Percentage of net income to total means applied to construction, equipment, &c.,	.9+
4. Paid for interest,	424 86
5. Paid in dividends 6 per cent. for the year,	5,124 00
6. Paid to sinking funds,	—
7. Balance for the year or surplus,	4,322 43
8. Surplus at commencement of the year,	2,240 87
9. Total surplus [deficiency],	436 70
10. Invested as follows:—	
Cash and loans,	—
Balance of accounts due from other roads,	—
Other uncollected accounts,	—
Materials for repairs,	—
Fuel and stores,	—
Any other items,	—

General Balance Sheet at last Closing of Accounts.

Dr.

Capital stock,	\$85,400 00
Borrowed from Boston and Providence Railroad Company,	692 95
	<u>\$86,092 95</u>

Cr.

Depots,	\$12,576 56
Land damage,	8,433 51
Graduation,	33,801 98
Rails,	30,075 95
Fencing,	512 00
	<u>\$85,400 00*</u>
Profit and loss,	436 70
Cash on hand,	256 25
	<u>\$86,092 95</u>

* Cost of construction appears by the report to be \$104,741.01; cost of equipment (not shown in balance sheet), \$8,700; making a total of \$113,441.01. [Com.]

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCON- DUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . .	-	-	-	-	-	-
Employés, . . .	-	-	-	-	-	-
Others, . . .	-	-	-	-	-	-

Statement of each Accident.

[No accidents.]

Name and Residence of Officers.

Directors.—Nathaniel Morton, Stoughton; J. Freeman Ellis, Stoughton; O. S. Chapman, Canton; Frank M. Ames, Canton; J. W. Balch, H. A. Whitney, A. A. Folsom. Nathaniel Morton, *President*, Stoughton; Francis W. Deane, *Secretary and Treasurer*, Canton.

Proper Address for the Company.

FRANCIS W. DEANE, TREASURER, CANTON, MASS.

NATH'L MORTON,
J. F. ELLIS,
F. M. AMES,
A. A. FOLSOM,

Directors of the Stoughton Branch Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 14, 1872. Then personally appeared Nath'l Morton, J. F. Ellis, F. M. Ames and A. A. Folsom, and severally made oath to the truth of the foregoing statement by them subscribed.

CHAS. ENDICOTT, *Justice of the Peace.*

REPORT

OF THE

TAUNTON BRANCH RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts.	
1. Capital stock authorized by charter,	\$550,000 00
2. Capital stock authorized by votes of company,	550,000 00
3. Capital stock paid in (number of shares, 5,000),	500,000 00
4. Capital stock issued,	500,000 00
5. Capital stock paid in per mile of road owned by company,	25,380 71
6. Capital stock paid in, proportion for Massachusetts,	500,000 00
7. Par value of shares,	100 00
8. Funded debt as follows:—	
1st mortgage bonds, due rate of interest,	None.
2d mortgage bonds, due rate of interest,	None.
3d mortgage bonds, due rate of interest,	None.
9. Total amount of funded debt,	None.
10. Unfunded debt, incurred for construction, equipment or purchase of property,	95,500 00
11. Debt incurred for any other purpose, and for what [dividends],	576 00
12. Total amount of debt,	96,076 00
13. Proportion of debt for Massachusetts,	96,076 00
14. Proportion of debt per mile of road,	4,876 95
15. Total cash realized from capital and debt,	\$596,076 00
16. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property,	- -
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,	571,477 33
18. Proportion of above for Massachusetts,	571,477 33
19. Number of stockholders,	163
20. Amount of stock held in Massachusetts,	486,300 00
21. Number of stockholders in Massachusetts,	156

Cost of Road, Equipment and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.

1. Grading and masonry,	\$180,099 20
2. Bridging,	2,496 23
3. Superstructure, including rails,	175,655 38
4. Land, land damages and fences,	87,179 93
5. Passenger and freight stations, wood-sheds and water stations,	05,705 05
6. Engine-houses, car-sheds and turn-tables,	43,232 92

7. Interest paid during construction, discount, &c.	\$3,552 89	
8. Engineering, agencies, salaries and other expenses during construction,	20,448 78	
9. <i>Total expended for construction</i> ,	554,370 38	
[Charged profit and loss],	93,320 16	
		\$456,050 22
10. Average cost of construction per mile of road built by company,		28,140 63
11. Same per mile of single track built by company, not including sidings,		28,140 63
12. Proportion of cost of construction for Massachusetts,		554,370 38
EQUIPMENT.		
13. Locomotives and snow-plows,	22,531 76	
14. Passenger, mail and baggage cars,	27,224 50	
15. Freight and other cars,	22,405 47	
16. Machine-shops, machinery and tools [included in No. 6, and cannot be separated],	-	-
17. <i>Total for equipment</i> ,		72,161 73
18. Average cost of equipment <i>per mile of road operated</i> by company,		3,663 03
19. Proportion for Massachusetts,		72,161 73
PROPERTY PURCHASED.		
20. Weir branch, original cost, \$5,162.60, purchased for	5,162 60	
21. Stock of Middleborough & Taunton R. R., 250 shares, purchased for	5,000 00	
[Stock of Mansfield & Framingham R. R., 100 shares,] purchased for	10,000 00	
22. Bonds of road, nominal amount, purchased for	-	-
23. Steamboat, nominal amount, purchased for	-	-
24. Lands in Taunton not necessary for operation of road,	2,837 78	
[New depot and lands in Taunton,]	20,265 00	
25. Other property purchased,	-	-
26. <i>Total property purchased</i> ,		43,265 38
27. Property in Massachusetts (including proportion of equipment),		23,000 38
28. WHOLE AMOUNT OF PERMANENT INVESTMENTS [as per general balance],		571,477 33
29. Proportion for Massachusetts,		571,477 33
30. Amount of sinking and contingent funds,	-	-
Description of Road.		
1. Length of main line of road from Taunton to Mansfield,		11.1 miles.
[Length of main line of road from junction to Attleboro',]		8.6 miles.
Length of main line of road in Massachusetts,		19.7 miles.
In other States, specifying each,	-	-
2. Length of line with track laid, if road is not completed,	-	-
3. Length of double track on main line,		None.
4. Branches owned by company. Name and description of each single or double track, ; length,	-	-
5. Total length of branches owned by company [Weir Branch, street track, 11-31 belongs to Taunton Branch R. R.], . . . . .		.595 mile.

6. Total length of branches owned by company in Massachusetts,		595 mile.
7. Total length of branches owned by company in other States, specifying each,	-	-
8. Length of double track on branches,		None.
9. Total length of road belonging to this company,		19.7 miles.
10. Aggregate length of sidings and other tracks not above enumerated,		2.25 miles.
11. Same in Massachusetts,	-	-
12. Aggregate length of tracks belonging to this company, computed as single track,		22.855 miles.
13. Same in Massachusetts,		22.855 miles.
14. Total length of steel rails in tracks belonging to this company,		1,800 feet.
[Weights per yard, 56 lbs.]		
15. Total length of steel-top rails in tracks belonging to this company,		568 feet.
[Weights per yard, 56 lbs.]		
16. Miles of telegraph on line of road,		11 1-10
17. Miles of telegraph owned by this company,		None.
18. Number of telegraph offices in company's stations,		2
19. Number of telegraph stations operated by this company,		2
20. Number of telegraph stations operated jointly by railroad and telegraph company,	-	-
21. Number of spans of bridges of 25 feet and upwards,		4
22. Number of iron bridges (aggr'te length,),	-	-
23. Number of wooden bridges (aggr'te length, 171 feet),		4
24. BRIDGES BUILT WITHIN THE YEAR.		
[None.]		
25. Number of crossings of highways at grade,		29
26. Number of crossings of highways over railroad,		None.
27. Number of crossings of highways under railroad,		None.
28. Number of highway bridges 18 feet above track,		None.
29. Number of highway bridges less than 18 feet above track,		None.
30. Number of crossings at which gates or flagmen are maintained,		6
31. Number of crossings at which there are neither gates nor flagmen,		23
32. Number of railroad crossings at grade,		None.
33. Number of railroad crossings over other railroads,		None.
34. Number of railroad crossings under other railroads,		None.
ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.		
35. Name, description and length of each—		
36. Total length of above roads,	-	-
37. Total length of above roads in Massachusetts,	-	-
38. Total length of above roads in other States, specifying each,	-	-
39. Total miles of road operated by this company,		19.7
40. Total miles of road operated by this company in Massachusetts,		19.7
41. Number of stations on all roads operated by this company,		8
42. Same in Massachusetts,		8

Rolling Stock.

	Total number.	Per mile of road operated.
1. Locomotives (average weight of engines in working order, 29 tons),	7	.355
2. Tenders (average weight of tenders full of fuel and water, 20 tons), (Average joint weight of engines and tenders, 49 tons.)		
3. Snow-plows (average weight, 332 lbs.),		
4. Passenger cars (average weight, 15 tons),	11	.558
5. Mail and baggage cars (av'ge weight, 10 tons),	6	
6. 8-wheel box freight cars (av'ge weight, 7½ tons),	36	
7. 4-wheel box freight cars (av'ge weight, 4 tons),	24	
8. 8-wheel platform cars (av'ge weight, 6½ tons),	40	
9. 4-wheel platform cars (av'ge weight, 3½ tons),	8	
10. Other cars (coal, gravel, &c.) [average weight, 4 tons],	6	
11. Total freight cars, including coal, &c., on a basis of 8 wheels,	85	4.31
12. Number of locomotives equipped with train brakes, (Kind of brake,)		None.
13. Number of cars equipped with train brakes, (Kind of brake,)		None.
14. Number of passenger cars in proportion to passengers carried one mile,	1 to 229,513.	

Mileage, Traffic, &c.

1. Miles run by passenger trains,	67,848
2. Rate of speed of express passenger trains, including stops,	25 miles per hour.
3. Rate of speed of accommodation trains, including stops,	25 miles per hour.
4. Miles run by freight trains,	25,666
5. Rate of speed of freight trains, including stops,	15 miles per hour.
6. Miles run by other trains, and for what purposes [various],	878
7. Total train miles run,	94,392
8. Number of through passengers (whole length of road),	210,451
9. Number of local passengers (over part of road),	36,830
10. Total number of passengers carried,	247,281
11. Total passenger mileage, or passengers carried one mile,	2,524,640
12. Passenger mileage to and from other roads,	2,194,851
13. Number of tons carried,	149,543
14. Total freight mileage, or tons carried one mile,	1,644,010
15. Freight mileage to and from other roads,	1,611,696
16. Average rate of fare per mile (not including season tickets) received from passengers on roads operated by this company,	3 1-3 cents.
17. Average rate of fare per mile received from passengers to and from other roads,*	3 4-22 cents.
18. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket,	22-27 cent.
Average rate of fare per mile for all passengers,	- -
19. Average rate of freight per ton per mile on roads operated by this company,	6 cents.
20. Average rate of freight per ton per mile to and from other roads,*	4 1-44 cents.
21. Average number of cars in passenger trains, including baggage cars,	4 cents.

* After deducting all allowances for tolls, or use of cars, &c.

22. Average number of cars in freight trains (basis of 8 wheels),	10 to 50.
23. Average weight of passenger trains, including locomotive and tender, in working order,	104 tons.
24. Average weight of freight trains, including locomotive and tender, in working order,	200 tons.
25. Number of persons regularly employed by company, including officials,	98

Classification of Business.

PASSENGERS.

1. Passengers coming from other States,*	-
2. Passengers going to other States,*	-
3. Passengers travelling only within this State,	247,281
4. Total season-ticket passengers (round trip),	7,644
5. Passengers to Boston (including season),†	-
6. Passengers from Boston (including season),†	-
7. Season-ticket passengers to and from Boston (one round trip daily),†	-

FREIGHT, IN TONS.

	Brought from other States.	Carried to other States.	Carried within this State only.	Taken from Boston.†	Carried to Boston.†
1. Anthracite coal,	-	-	2,773	-	-
2. Bituminous coal,	-	-	-	-	-
3. Petroleum,	-	-	1,360	-	-
4. Railroad iron, including steel and steel-capped rails,	-	-	614	-	-
5. Castings and other iron,	-	-	22,367	-	-
6. Other metals,	-	-	900	-	-
7. Iron and other ores,	-	-	-	-	-
8. Stone and brick,	-	-	6,168	-	-
9. Lime, cement and sand,	-	-	941	-	-
10. Lumber,	-	-	7,313	-	-
11. Ice,	-	-	-	-	-
12. Live stock,	-	-	2,994	-	-
13. Dressed carcasses, smoked and salted meats,	-	-	274	-	-
14. Flour,	-	-	5,352	-	-
15. Grain,	-	-	29,196	-	-
16. Other agricultural products,	-	-	2,848	-	-
17. Manufactures not included above,†	-	-	19,597	-	-
18. Merchandise,†	-	-	2,288	-	-
19. Other articles,	-	-	44,558	-	-
20. Total tons carried,	-	-	149,543	-	-

Expenditures Charged to Capital Account during the Year.

1. Main line, extension or alteration of road,	-
2. Branches, extension or alteration of road, specifying each,	-
3. Double track extension,	-
4. Land,	\$37,470 50
5. Passenger and freight stations, wood-sheds and water stations,	269 62

* Apply only to roads crossing the State line.

† Apply only to the roads terminating in Boston.

† Manufactured articles starting from the place of manufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depot for sale, they become a part of the general merchandise of the place, and on any second transit are to be reckoned under the second head.

6. Engine-houses, car-sheds, and turn-tables,	-
7. New locomotives and snow-plows,	-
8. New passenger cars,	\$13,250 34
9. New mail and baggage cars,	-
10. New freight cars,	4,203 93
11. Machine-shops, machinery and tools,	-
12. Purchase of other roads, specifying what,	-
13. Subscriptions or loans to other roads, specifying what,	-
14. Any other expenditures charged to capital account,	-
15. TOTAL,	55,194 39

Expenditures on Operating Account for the Year.

MAINTENANCE OF WAY AND BUILDINGS.

1. Repairs of road, exclusive of bridges and new rails,†	\$13,181 27
2. New iron rails, deducting old rails sold (number of miles, 2½, weight per yard 50 and 56 lbs),†	1,166 43
3. Steel rails (number of feet, 1,800, weight per yard, 56 lbs.),	-
4. Repairs of bridges,	-
5. Repairs of buildings and fixtures,	4,535 28
6. Repairs of fences, road crossings, and signs,	196 82
7. Removing ice and snow,	10 00
8. Other expenses,	-
9. Total for maintenance of way and buildings,	19,089 80
10. Per mile of road kept in repair,	969 03
11. Per mile of single track kept in repair, not including sidings,	969 03
12. Of the above total there was expended for other than ordinary repairs,	-

TRAFFIC EXPENSES.

13. Repairs of locomotives and snow-plows,*	6,781 52
14. New locomotives and snow-plows,*	25 00
15. Repairs of machine-shops and machinery,*	-
16. New machine-shops and machinery,*	-
17. Repairs of passenger, baggage and mail cars,*	4,522 31
18. New passenger, baggage and mail cars,*	-
19. Repairs of freight and other cars,*	3,216 59
20. New freight and other cars,*	-
21. Fuel—number of cords of wood, ; cost,†	} 17,677 21
22. Fuel—number of tons of coal, ; cost,†	
23. Oil and waste,†	2,726 84
24. Amount paid other corporations or individuals not operating railroads, for use of cars, and for repairs of same,	-
25. Salaries, wages, and incidentals, chargeable to passenger department,	27,814 38
26. Salaries, wages and incidentals, chargeable to freight department,	16,899 39
27. Wages of switchmen, gate-keepers, signal-men, and watchmen, unless included above,	4,762 47
28. Gratuities and damages, passenger account,	15 00
29. Gratuities and damages, freight account,	546 54
30. Other expenditures,	-
31. Total of traffic expenses,	84,937 25
32. Per mile of road operated,	4,314 07
33. Per mile of single track operated, not including sidings,	4,314 07

MISCELLANEOUS.

34. Amount paid other companies as rent for use of road, specifying each company and amount,	-
35. Telegraph expenses,	450 00
36. United States taxes and stamps,	99 47
37. State taxes,	5,321 51

* To include oil, fuel, clerks, watchmen and incidentals about shops.

† For cars and engines.

‡ Including labor and materials in new sidings.

38. Local taxes,	\$541 70
39. Insurance, loss by fire, and damages paid for fires set by engines,	2,722 67
40. General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the foregoing items,	10,469 02
41. <i>Total miscellaneous</i> ,	19,604 37
42. TOTAL EXPENDITURES FOR OPERATING THE ROAD,	123,681 42
43. Per mile of the road operated,	6,278 25
44. Per mile of single track operated, not including sidings,	6,278 25
45. Per train mile,	1,31,273 0
46. Proportion for Massachusetts,	All. 943 92
47. Percentage of expenditures to income,	71.864

Revenue for the Year.

1. Receipts from local passengers on roads operated by this company,	\$14,772 92
2. Receipts from passengers from and to other roads over roads operated by this company,	71,849 63
3. Receipts from passengers over other roads as tolls, or for use of cars of this company,	-
4. Receipts from local freight on roads operated by this company,	2,124 31
5. Receipts from freight from and to other roads over roads operated by this company,	69,151 85
6. Receipts from freight over other roads as tolls, or for use of cars of this company,	-
7. Receipts for express,	4,375 64
8. Receipts for mails,	1,500 00
9. Receipts as rents for use of road and equipment, when leased,	-
10. Receipts as rents for use of property other than above,	889 66
11. Total earnings,	164,664 01
12. Per mile of road operated,	8,358 58
13. Per mile of road operated,—computed as single track, not including sidings,	8,358 58
14. Per train mile,	1,74,421 92
15. Proportion for Massachusetts,	All. 943 92
16. Income from other roads,	-
17. Income from all other sources [profit on sale of stock],	7,439 25
18. TOTAL INCOME,	172,103 26
19. Percentage of income to capital stock and debt,	28.872 per ct.
20. Percentage of income to total means applied to construction, equipment, &c.,	24.556 per ct.

Net Income, Dividends, &c.

1. Total net income above operating expenses,	\$43,421 84
2. Percentage of net income to capital stock and debt,	8.123
3. Percentage of net income to total means applied to construction, equipment, &c.,	6.9
4. Paid for interest,	3,902 32
5. Paid in dividends 8 per cent for the year [including U. S. tax],	36,461 54
6. Paid to sinking funds,	-
7. Balance for the year or surplus,	8,057 98
8. Surplus at commencement of the year,	49,943 10
9. Total surplus,	58,001 08
10. Invested as follows:—	
Cash and loans,	7,414 51
Balance of accounts due from other roads,	}
Other uncollected accounts,	
Materials for repairs,	
Fuel and stores,	
Any other items,	75,185 24

General Balance Sheet at last Closing of Accounts.

DR.	
Cost of main railroad,	\$256,331 00
East Attleborough Branch,	199,719 22
Locomotives,	22,531 76
Passenger and baggage cars,	27,224 50
Merchandise cars,	22,405 47
Weir Branch,	5,162 60
Houses and land,	2,837 78
Middleborough and Taunton Railroad stock,	5,000 00
Mansfield and Framingham Railroad stock,	10,000 00
Post-office department,	374 99
A. E. Swasey, superintendent,	74,810 25
Land and new Taunton freight depot,	20,265 00
Cash,	7,414 51
	<hr/>
	\$654,077 08

CR.	
Capital stock,	\$500,000 00
Reserve,	\$41,501 88
Profit and loss,	16,499 20
	<hr/>
	58,001 08
Notes payable,	95,500 00
Unpaid dividends,	576 00
	<hr/>
	\$654,077 08

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCON- DUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . .	—	—	—	—	—	—
Employés, . . .	—	—	1	—	1	—
Others, . . .	—	—	1	—	1	—

Statement of each Accident.

April 6, 1872.—Joseph Harrison, freight brakeman, fell between cars and was killed; he was lying down on top of car, and did not exercise proper care.

July 3.—Joseph N. DeFriesse, boy, killed by freight train, by being crushed against stone wall, whilst picking up chips.

Name and Residence of Officers.

Willard Lovering, *President*, Taunton. *Directors.*—Willard Lovering, Taunton; N. H. Emmons, Boston; T. B. Wales, Boston; J. M. Beebe, Boston; William Mason, Taunton. A. E. Swasey, *Superintendent*, Taunton. E. Pickering, *Treasurer and Clerk*, Boston.

Proper Address for the Company.

TAUNTON BRANCH RAILROAD CORPORATION, TAUNTON.

WILLARD LOVERING,
WM. MASON,
N. H. EMMONS,
JAS. M. BEEBE,
THOMAS B. WALES,

Directors of the Taunton Branch Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 8. Personally appeared N. H. Emmons, James M. Beebe and T. B. Wales, and severally made oath to the truth of the foregoing statement by them subscribed, according to the best of their knowledge and belief. Before me,

E. PICKERING, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. November 6, 1872. Then personally appeared Willard Lovering and William Mason, and severally made oath to the truth of the foregoing statement by them subscribed, according to the best of their knowledge and belief.

A. E. SWASEY, *Justice of the Peace.*

REPORT

OF THE

VERMONT AND MASSACHUSETTS RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts.	
1. Capital stock authorized by charter,	\$4,700,000 00
2. Capital stock authorized by votes of company,	2,860,000 00
3. Capital stock paid in (number of shares, 28,600),	2,860,000 00
4. Capital stock issued,	2,860,000 00
5. Capital stock paid in per mile of road owned by company,	35,750 00
6. Capital stock paid in, proportion for Massachusetts,	2,502,500 00
7. Par value of shares,	100 00
8. Funded debt as follows:—	
1st mortgage bonds, due July 1, 1883, rate of interest, 6 per cent.,	\$550,000 00
Convertible bonds, due July 1, 1879, rate of interest, 7 per cent.,	200,000 00
Convertible bonds, due July 1, 1885, rate of interest, 7 per cent.,	150,000 00
9. Total amount of funded debt,	900,000 00
10. Unfunded debt incurred for construction, equipment or purchase of property,	68,899 00
11. Debt incurred for any other purpose, and for what,	None.
12. Total amount of debt,	968,899 00
13. Proportion of debt for Massachusetts,	847,786 62
14. Proportion of debt per mile of road,	12,111 23
15. Total cash realized from capital and debt,	3,828,899 00
16. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property,	653,322 35*
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,	3,743,133 81
18. Proportion of above for Massachusetts,	3,316,799 65
19. Number of stockholders,	977
20. Amount of stock held in Massachusetts,	2,675,200 00
21. Number of stockholders in Massachusetts,	780

Cost of Road, Equipment and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.

1. Grading and masonry,	\$1,461,323 12
2. Bridging,	199,395 31
3. Superstructure, including rails,	600,422 01
4. Land, land damages and fences,	175,815 75

* Stock was issued at \$75 per share and \$50 per share, and the amount realized from 28,600 shares issued by the company was \$2,206,677.65. The discount on said shares was made up from road income, \$653,322.35.

5. Passenger and freight stations, wood-sheds and water stations, [&c.],	} \$141,457 16	
6. Engine-houses, car-sheds and turn-tables,	} 2,500 00	
[Charged to Greenfield Branch, in addition to the above,]		-
7. Interest paid during construction, discount, &c.	248,570 08	
8. Engineering, agencies, salaries and other expenses during construction,	312,964 94	
9. <i>Total expended for construction</i> ,	111,041 74	\$3,253,490 11
10. Average cost of construction per mile of road built by company,		42,253 12
11. Same per mile of single track built by company, not including sidings,		42,253 12
12. Proportion of cost of construction for Massachusetts,		2,830,958 91
EQUIPMENT.		
13. Locomotives and snow-plows,	98,500 00	
14. Passenger, mail and baggage cars,	35,200 00	
15. Freight and other cars,	127,533 64	
16. Machine-shops, machinery and tools [included in other accounts],	-	-
17. <i>Total for equipment</i> ,		261,233 64
18. Average cost of equipment <i>per mile of road operated</i> by company,		2,935 21
19. Proportion for Massachusetts,		261,233 64
PROPERTY PURCHASED.		
20. Turner's Falls branch, original cost, purchased for	145,300 63	
21. Stock of road, shares, purchased for	-	-
22. Bonds of road, nominal amount, purchased for	-	-
23. Steamboat, nominal amount, purchased for	-	-
[Buildings and furniture at Hoosac Tunnel,]	14,866 35	
[Lake Pleasant,]	14,219 67	
24. Lands in Massachusetts not necessary for operation of road,	50,220 46	
[Lands in Vermont not necessary for operation of road,]	3,802 95	
25. Other property purchased,	-	-
26. <i>Total property purchased</i> ,		228,410 06
27. Property in Massachusetts (including proportion of equipment),		3,316,799 65
28. WHOLE AMOUNT OF PERMANENT INVESTMENTS ,		3,743,133 80
29. Proportion for Massachusetts,		3,316,799 65
30. Amount of sinking and contingent funds,		49,000 00

Description of Road.

1. Length of main line of road from Fitchburg to Greenfield,	56 miles.	
Length of main line of road in Massachusetts, [In other States, specifying each,],	56 miles.	-
2. Length of line with track laid, if road is not completed,	-	-
3. Length of double track on main line,		None.
4. Branches owned by company. Name and description of each single or double track ; length,		
[Brattleborough Branch,]	21.31 miles.	
[Turner's Falls Branch,]	2.80 miles.	

5. Total length of branches owned by company,	24.11 miles.
6. Total length of branches owned by company in Massachusetts,	2.80 miles
7. Total length of branches owned by company in other States, specifying each [in Massachusetts and Vermont],	21.31 miles.
8. Length of double track on branches,	None.
9. Total length of road belonging to this company,	80.11 miles.
10. Aggregate length of sidings and other tracks not above enumerated,	About 9 miles.
11. Same in Massachusetts,	About 8 miles.
12. Aggregate length of tracks belonging to this company, computed as single track,	About 89.11 miles.
13. Same in Massachusetts,	78 miles.
14. Total length of steel rails in tracks belonging to this company,	-
[Weights per yard, .]	-
15. Total length of steel-top rails in tracks belonging to this company,	-
[Weights per yard, .]	-
16. Miles of telegraph on line of road,	77 miles.
17. Miles of telegraph owned by this company,	-
18. Number of telegraph offices in company's stations,	17
19. Number of telegraph stations operated by this company,	11
20. Number of telegraph stations operated jointly by railroad and telegraph company,	6
21. Number of spans of bridges of 25 feet and upwards,	42
22. Number of iron bridges (aggregate length,),	None.
23. Number of wooden bridges (aggregate length,),	31

24.

BRIDGES BUILT WITHIN THE YEAR.

[No new bridges built during year ending September 30, 1872.]

25. Number of crossings of highways at grade,	78
26. Number of crossings of highways over railroad,	10
27. Number of crossings of highways under railroad,	13
28. Number of highway bridges 18 feet above track,	1
29. Number of highway bridges less than 18 feet above track,	7
30. Number of crossings at which gates or flagmen are maintained,	3
31. Number of crossings at which there are neither gates nor flagmen,	75
32. Number of railroad crossings at grade,	1
33. Number of railroad crossings over other railroads,	None.
34. Number of railroad crossings under other railroads,	None.

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

35. Name, description and length of each [Troy & Greenfield Railroad, owned by Commonwealth of Massachusetts],	About 30 miles.
36. Total length of above roads,	About 30 miles.
37. Total length of above roads in Massachusetts,	About 30 miles.

38. Total length of above roads in other States, specifying each [from Grout's to Brattleboro', 21.31 miles, is leased to Rutland R. R. Co.], .	-	-
39. Total miles of road operated by this company,		88.80 miles.
40. Total mile of road operated by this company in Massachusetts,		88.80 miles.
41. Number of stations on all roads operated by this company,		26
42. Same in Massachusetts,		26

Rolling Stock.

	Total number.	Per mile of road operated.
1. Locomotives (average weight of engines in working order, 56,000 lbs.),	-	-
2. Tenders (average weight of tenders full of fuel and water, 32,000 lbs.), (Average joint weight of engines and tenders, 88,000 lbs.)	13	.146
3. Snow-plows (average weight, 27,000 lbs.),	2	
4. Passenger cars (average weight, 36,000 lbs.),	19	.214
5. Mail and baggage cars (average weight, 32,000 lbs.),	8	.09
6. 8-wheel box freight cars (average weight, 16,000 lbs.),	153	
7. 4-wheel box freight cars (av'ge weight,)	None.	
8. 8-wheel platform cars (av'ge weight, 13,000 lbs.),	121	
9. 4-wheel platform cars (av'ge weight,)	None.	
10. Other cars (coal, gravel, &c.) [1 drovers' saloon, 2 derrick cars],	3	
11. Total freight cars, including coal, &c., on a basis of 8 wheels,	274	3.09
12. Number of locomotives equipped with train brakes, (Kind of brake,)	None.	
13. Number of cars equipped with train brakes, (Kind of brake, Westinghouse air-brake.)	3	
14. Number of passenger cars in proportion to passengers carried one mile,		1 to 318,139

Mileage, Traffic, &c.

1. Miles run by passenger trains,	147,403 miles.
2. Rate of speed of express passenger trains, including stops,	None.
3. Rate of speed of accommodation trains, including stops,	21 miles per hour.
4. Miles run by freight trains,	88,958 miles.
5. Rate of speed of freight trains, including stops,	7 miles per hour.
6. Miles run by other trains, and for what purposes [wood, and gravel],	12,938 miles.
7. Total train miles run,	249,299 miles.
8. Number of through passengers (whole length of road),	14,011
9. Number of local passengers (over part of road),	261,170
10. Total number of passengers carried,	275,181
11. Total passenger mileage, or passengers carried one mile,	6,044,658
12. Passenger mileage to and from other roads,	2,287,811
13. Number of tons carried,	131,458.174
14. Total freight mileage, or tons carried one mile,	2,952,065.196
15. Freight mileage to and from other roads,	2,286,279.095
16. Average rate of fare per mile (not including season tickets) received from passengers on roads occupied by this company,	3.3 cents.

17. Average rate of fare per mile received from passengers to and from other roads,*	3.75 cents.
18. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket,	9.4 mills.
Average rate of fare per mile for <i>all</i> passengers,	2.7 cents.
19. Average rate of freight per ton per mile on roads operated by this company,	8.5 cents.
20. Average rate of freight per ton per mile to and from other roads,*	8 cents.
21. Average number of cars in passenger trains, including baggage cars,	3
22. Average number of cars in freight trains (basis of 8 wheels),	14
23. Average weight of passenger trains, including locomotive and tender, in working order,	98 tons.
24. Average weight of freight trains, including locomotive and tender, in working order,	150 tons.
25. Number of persons regularly employed by company, including officials,	311

Classification of Business.

PASSENGERS.

1. Passengers coming from other States,†	-
2. Passengers going to other States,†	-
3. Passengers travelling only within this State,	275,181
4. Total season-ticket passengers (round trip),	3,848
5. Passengers to Boston (including season),‡	-
6. Passengers from Boston (including season),‡	-
7. Season-ticket passengers to and from Boston (one round trip daily),‡	-

FREIGHT, IN TONS.

	Brought from other States.	Carried to other States.	Carried within this State only.	Taken from Boston.‡	Carried to Boston.‡
1. Anthracite coal,	-	-	4,490.034	-	-
2. Bituminous coal,	-	-	3,408.392	-	-
3. Petroleum,	-	-	211.456	-	-
4. Railroad iron, including steel and steel-capped rails,	-	-	1,033.037	-	-
5. Castings and other iron,	-	-	3,158.345	-	-
6. Other metals,	-	-	98.229	-	-
7. Iron and other ores,	-	-	1,941.038	-	-
8. Stone and brick,	-	-	3,442.073	-	-
9. Lime, cement and sand,	-	-	1,594.217	-	-
10. Lumber,	-	-	34,297.188	-	-
11. Ice	-	-	-	-	-
12. Live stock,	-	-	831.285	-	-
13. Dressed carcasses, smoked and salted meats,	-	-	138.455	-	-
14. Flour,	-	-	3,293.462	-	-
15. Grain,	-	-	11,196.221	-	-
16. Other agricultural products,	-	-	1,869.079	-	-
17. Manufactures not included above,§	-	-	29,532.290	-	-
18. Merchandise,§	-	-	29,221.393	-	-
19. Other articles,	-	-	1,697.431	-	-
20. Total tons carried,	-	-	131,458.179	-	-

* After deducting all allowances for tolls, or use of cars, &c.

† Apply only to roads crossing the State line.

‡ Apply only to the roads terminating in Boston.

§ Manufactured articles starting from the place of manufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depot for sale, they become a part of the general merchandise of the place, and on any second transit are to be reckoned under the second head.

Expenditures Charged to Capital Account during the Year.

1. Main line, extension or alteration of road,	-
2. Branches, extension or alteration of road, specifying each	-
3. Double track extension,	-
4. Land [credited this account for land sold not needed for use of railroad],	\$736 00
5. Passenger and freight stations, wood-sheds and water stations,	12,182 80
6. Engine-houses, car-sheds and turn-tables,	-
7. New locomotives and snow-plows [credited this account for 2 locomotives sold during the year],	6,500 00
8. New passenger cars [credited this account for 3 passenger cars sold during the year],	4,800 00
9. New mail and baggage cars,	-
10. New freight cars,	-
11. Machine-shops, machinery and tools,	-
12. Purchase of other roads, specifying what,	-
13. Subscriptions or loans to other roads, specifying what,	-
14. Any other expenditures charged to capital account [Turner's Falls Branch],	1,100 00
15. TOTAL [increase of construction account during the year],*	146 80

Expenditures on Operating Account for the Year.**MAINTENANCE OF WAY AND BUILDINGS.**

1. Repairs of road, exclusive of bridges and new rails,†	\$80,435 77
2. New iron rails, deducting old rails sold (number of miles, weight per yard, lbs.),†	24,286 86
3. Steel rails (number of miles, weight per yard),	None.
4. Repairs of bridges,	8,671 78
5. Repairs of buildings and fixtures,	5,785 62
6. Repairs of fences, road crossings and signs,	3,066 14
7. Removing ice and snow,	4,383 95
8. Other expenses [water],	957 66
9. Total for maintenance of way and buildings,	127,587 78
10. Per mile of road kept in repair,	1,449 86
11. Per mile of single track kept in repair, not including sidings,	1,449 86
12. Of the above total there was expended for other than ordinary repairs,	Nothing.

TRAFFIC EXPENSES.

13. Repairs of locomotives and snow-plows,†	17,011 38
14. New locomotives and snow-plows,†	None.
15. Repairs of machine-shops and machinery,†	2,087 23
16. New machine-shops and machinery [planer for machine-shop],†	1,325 00
17. Repairs of passenger, baggage and mail cars,†. . . \$9,998 73	} 16,062 80
18. New passenger, baggage and mail cars [car to cover depreciation],†. 6,064 07	
19. Repairs of freight and other cars,†	14,501 56
20. New freight and other cars,†	-
21. Fuel—number of cords of wood, ; cost, \$	44,863 01
22. Fuel—number of tons of coal, ; cost, \$	-
23. Oil and waste, \$	4,552 43
24. Amount paid other corporations or individuals not operating railroads, for use of cars, and for repairs of same [for loss on Hoosac mountain stage-line],	3,380 86
25. Salaries, wages and incidentals, chargeable to passenger department,	33,186 42

* Amount added to permanent investments during the year, as shown by comparison of general balances of 1871 and 1872, \$13,027.07.

† Including labor and materials in new sidings.

‡ To include oil, fuel, clerks, watchmen, and incidentals about shops.

\$ For cars and engines.

26. Salaries, wages and incidentals, chargeable to freight department,	\$41,535 33
27. Wages of switchmen, gate-keepers, signal-men, and watchmen, unless included above,	9,221 20
28. Gratuities and damages, passenger account,	2,118 16
29. Gratuities and damages, freight account,	1,121 76
30. Other expenditures [gratuities and damages],	557 25
31. <i>Total of traffic expenses,</i>	191,524 39
32. Per mile of road operated,	2,176 41
33. Per mile of single track operated, not including sidings,	2,176 41

MISCELLANEOUS.

34. Amount paid other companies as rent for use of road, specifying each company and amount,	-
[Connecticut River Railroad Company,	2,475 00
Commonwealth of Massachusetts, for rent of Troy and Greenfield Railroad,]	15,000 00
35. Telegraph expenses,	640 00
35. United States taxes and stamps,	293 09
37. State taxes,	16,970 61
38. Local taxes,	3,316 30
39. Insurance, loss by fire, and damages paid for fires set by engines,	9,599 81
40. General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the foregoing items,	20,266 95
41. <i>Total miscellaneous,</i>	68,561 76
42. TOTAL EXPENDITURES FOR OPERATING THE ROAD,	387,673 93
43. Per mile of the road operated,	4,405 39
44. Per mile of single track operated, not including sidings,	4,405 39
45. Per train mile,	\$1 55½
46. Proportion for Massachusetts,	387,673 93
47. Percentage of expenditures to income,	.695

Revenue for the Year.

1. Receipts from local passengers on roads operated by this company,	\$101,834 52
2. Receipts from passengers from and to other roads over roads operated by this company,	88,669 41
3. Receipts from passengers over other roads as tolls, or for use of cars of this company [rents],	4,705 03
4. Receipts from local freight on roads operated by this company,	57,343 18
5. Receipts from freight from and to other roads over roads operated by this company,	191,891 52
6. Receipts from freight over other roads as tolls, or for use of cars of this company [tolls],	2,750 00
7. Receipts for express,	6,825 00
8. Receipts for mails,	9,328 86
9. Receipts as rents for use of road and equipment, when leased,	93,500 00
10. Receipts as rents for use of property other than above [miscellaneous],	349 06
11. Total earnings,	557,196 58
12. Per mile of road operated [including Brattleboro' Branch, leased,—21 miles].	5,065 42
13. Per mile of road operated,—computed as single track, not including sidings,	5,065 42
14. Per train mile,	\$2 23½
15. Proportion for Massachusetts,	537,196 58
16. Income from other roads,	300,560 93
17. Income from all other sources,	256,635 65
18. TOTAL INCOME,	557,196 58
19. Percentage of income to capital stock and debt,	14.5 per cent.
20. Percentage of income to total means applied to construction, equipment, &c.,	15.8 per cent.

Net Income, Dividends, &c.	
1. Total net income above operating expenses,	\$163,522 65
2. Percentage of net income to capital stock and debt,	4.4 per cent.
3. Percentage of net income to total means applied to construction, equipment, &c.,	4.8 per cent.
4. Paid for interest,	55,644 27
5. Paid in dividends 2 per cent. for the year,	57,200 00
6. Paid to sinking funds,	7,000 00
7. Balance for the year or surplus [balance of income account],	56,678 38
8. Surplus at commencement of the year [balance of income account],	96,128 25
9. Total surplus [balance of income account],	152,806 63
10. Invested as follows:—	
Cash and loans [cash funds],	\$24,453 49
Balance of accounts due from other roads [and agents],	14,427 53
Other uncollected accounts,	1,821 28
Materials for repairs,	43,941 16
Fuel and stores,	19,163 17
Any other items [sinking fund],	49,000 00
	\$152,806 63

General Balance Sheet at last Closing of Accounts.

DR.

Construction of main road,	\$3,004,920 03
Construction of Greenfield branch,	248,570 08
Equipment, engines and cars,	261,233 64
	\$3,514,723 75
Sinking fund,	49,000 00
Loans on interest,	70,976 72
Fuel,	17,922 50
Stock materials,	43,941 16
Turner's Falls branch,	145,300 63
Lake Pleasant,	14,219 67
Oil and waste,	1,240 67
Buildings and furniture at Hoosac Tunnel,	14,866 35
Hoosac Mountain stage-line,	2,675 72
Fitchburg Railroad Company,	5,000 00
Real estate in Fitchburg,	48,612 81
Real estate in Westminster,	350 00
Real estate in Athol,	800 00
Real estate in Deerfield,	457 65
Real estate in Brattleborough, Vt.,	3,802 95
Sundry accounts,	28,305 56
Cash and cash funds,	24,453 49
	\$3,986,649 63

CR.

Capital stock (28,600 shares),	\$2,860,000 00
Mortgage bonds, due July 1, 1883,	550,000 00
Convertible bonds, due July 1, 1879,	200,000 00
Convertible bonds, due July 1, 1885,	150,000 00
Notes payable,	68,899 00
Unpaid dividends,	4,944 00
Road income,	152,806 63
	\$3,986,649 63

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCON- DUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . .	-	-	-	-	-	-
Employés, . . .	-	-	-	-	-	-
Others, . . .	-	-	1	-	1	-

Statement of each Accident.

April 9, 1872.—Alvah C. Stone, while lying upon the track near Deerfield River bridge, was run over and killed by evening passenger train.

Name and Residence of Officers.

Daniel S. Richardson, *President*, Lowell, Mass. *Directors*.—William H. Hill, Brookline, Mass.; James A. Dupee, Boston, Mass.; Francis Goodhue, Brattleboro', Vt.; George F. Fay, Fitchburg, Mass.; Thornton K. Ware, Fitchburg, Mass.; Wendell T. Davis, Greenfield, Mass. Franklin N. Poor, *Treasurer*, Somerville, Mass.; Otis T. Ruggles, *Superintendent*, Fitchburg, Mass.; Benjamin D. Locke, *Clerk*, Arlington, Mass.

Proper Address for the Company.

VERMONT AND MASSACHUSETTS RAILROAD COMPANY.

Treasurer's Office.—No. 13 EXCHANGE STREET, BOSTON, MASS.

Superintendent's Office, FITCHBURG, MASS.

DANIEL S. RICHARDSON,
WILLIAM H. HILL,
JAS. A. DUPEE.
F. GOODHUE,
GEO. F. FAY,
T. K. WARE,

Directors of the Vermont and Massachusetts Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. November 13, 1872. Then personally appeared Wm. H. Hill and made oath to the truth of the foregoing statement by him subscribed.

DANIEL S. RICHARDSON,
Justice of the Peace throughout the Commonwealth.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, November 13, 1872. Then personally appeared Daniel S. Richardson, James A. Dupee, Francis Goodhue, George F. Fay and Thornton K. Ware, and severally made oath to the truth of the foregoing statement by them subscribed.

FRANKLIN N. POOR, *Justice of the Peace.*

R E P O R T

OF THE

WARE RIVER RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

[This road is operated by the New London Northern Railroad, as far as completed.]

Capital Stock and Debts.	
1. Capital stock authorized by charter,	\$1,000,000 00
2. Capital stock authorized by votes of company,	950,000 00
3. Capital stock paid in, number of shares, 7,843,	743,400 02
4. Capital stock issued,	512,200 00
5. Capital stock paid in per mile of road owned by company,	14,868 00
6. Capital stock paid in, proportion for Massachusetts,	14,868 00
7. Par value of shares,	100 00
8. Funded debt as follows:—	
1st mortgage bonds, due June, 1890, rate of interest, 6 per cent. gold,	\$750,000 00
2d mortgage bonds, due rate of interest, per cent.,	— —
3d mortgage bonds, due rate of interest, per cent.,	— —
9. Total amount of funded debt,	750,000 00
10. Unfunded debt, incurred for construction, equipment or purchase of property,	10,000 00
11. Debt incurred for any other purpose, and for what,	— —
12. Total amount of debt,	760,000 00
13. Proportion of debt for Massachusetts,	All.
14. Proportion of debt per mile of road,	15,911 00
15. Total cash realized from capital and debt,	1,462,900 02
16. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property,	— —
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,	1,334,289 36
18. Proportion of above for Massachusetts,	All.
19. Number of stockholders,	196
20. Amount of stock held in Massachusetts [issued],	[212,000 00]
21. Number of stockholders in Massachusetts [do.],	184

Cost of Road, Equipment and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.

1. Grading and masonry,	\$693,197 22
2. Bridging,	97,600 00
3. Superstructure, including rails,	380,500 14
4. Land. land damages and fences,	80,967 00

5. Passenger and freight stations, wood-sheds and water stations,	\$12,525 00	
6. Engine-houses, car-sheds and turn-tables,	2,500 00	
7. Interest paid during construction, discount, &c.,	8,000 00	
8. Engineering, agencies, salaries and other expenses during construction,	59,000 00	
9. <i>Total expended for construction</i> ,		\$1,334,289 36
10. Average cost of construction per mile of road built by company,	None completed.	
11. Same per mile of single track built by company, not including sidings,	-	-
12. Proportion of cost of construction for Massachusetts,		All.

EQUIPMENT.

[Furnished by New London Northern R. R. Co.]

PROPERTY PURCHASED.

[None.]

27. Property in Massachusetts (including proportion of equipment),	-	-
28. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		1,334,289 36
29. Proportion for Massachusetts,	-	-
30. Amount of sinking and contingent funds,	-	-

Description of Road.

1. Length of main line of road from Palmer to Winchendon,		49.10 miles.
Length of main line of road in Massachusetts, In other States, specifying each,	-	All.
2. Length of line with track laid, if road is not completed,		15.63 miles.
3. Length of double track on main line,		None.
4. Branches owned by company. Name and description of each single or double track ; length,	-	-
5. Total length of branches owned by company,		None.
6. Total length of branches owned by company in Massachusetts,	-	-
7. Total length of branches owned by company in other States, specifying each,	-	-
8. Length of double track on branches,	-	-
9. Total length of road belonging to this company,	-	-
10. Aggregate length of sidings and other tracks not above enumerated, . . . . .		.75 mile.
11. Same in Massachusetts,		All.
12. Aggregate length of tracks belonging to this company, computed as single track [already laid],		16.38 miles.
13. Same in Massachusetts,		All.
14. Total length of steel rails in tracks belonging to this company,		None.
[Weights per yard,]		
15. Total length of steel-top rails in tracks belonging to this company,	-	-
[Weights per yard,]		
16. Miles of telegraph on line of road,		None.
17. Miles of telegraph owned by this company,	-	-
18. Number of telegraph offices in company's stations,	-	-
19. Number of telegraph stations operated by this company,	-	-

20. Number of telegraph stations operated jointly by railroad and telegraph company,	-	-
21. Number of spans of bridges of 25 feet and upwards,	-	-
22. Number of iron bridges (aggregate length,	-	-
),	-	-
23. Number of wooden bridges (aggregate length,	-	-
),	-	-
24. BRIDGES BUILT WITHIN THE YEAR.		
[None.]		
25. Number of crossings of highways at grade,	}	None completed.
26. Number of crossings of highways over railroad,		
27. Number of crossings of highways under railroad,		
28. Number of highway bridges 18 feet above track,		
29. Number of highway bridges less than 18 feet above track,		
30. Number of crossings at which gates or flagmen are maintained,		
31. Number of crossings at which there are neither gates nor flagmen,		
32. Number of railroad crossings at grade,		
33. Number of railroad crossings over other railroads,		
34. Number of railroad crossings under other railroads,		

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

35. Name, description and length of each—	}	None completed.
36. Total length of above roads,		
37. Total length of above roads in Massachusetts,		
38. Total length of above roads in other States, specifying each,		
39. Total miles of road operated by this company,		
40. Total miles of road operated by this company in Massachusetts,		
41. Number of stations on all roads operated by this company,		
42. Same in Massachusetts,		

Rolling Stock.

[Furnished by New London Northern R. R. Co.]

Mileage, Traffic, &c.

[Included in return of New London Northern R. R. Co.]

Expenditures Charged to Capital Account during the Year.

1. Main line, extension or alteration of road,	-
2. Branches, extension or alteration of road, specifying each,	-
3. Double track extension,	-
4. Land,	-
5. Passenger and freight stations, wood-sheds and water stations,	-
6. Engine-houses, car-sheds, and turn-tables,	-
7. New locomotives and snow-plows,	-
8. New passenger cars,	-
9. New mail and baggage cars,	-
10. New freight cars,	-
11. Machine-shops, machinery and tools,	-

12. Purchase of other roads, specifying what,	-
13. Subscriptions or loans to other roads, specifying what,	-
14. Any other expenditures charged to capital account,	-
15. TOTAL,	-

Expenditures on Operating Account for the Year.

[Included in report of New London Northern R. R. Co.]

Revenue for the Year.

1. Receipts from local passengers on roads operated by this company,	-
2. Receipts from passengers from and to other roads over roads operated by this company,	-
3. Receipts from passengers over other roads as tolls, or for use of cars of this company,	-
4. Receipts from local freight on roads operated by this company,	-
5. Receipts from freight from and to other roads over roads operated by this company,	-
6. Receipts from freight over other roads as tolls, or for use of cars of this company,	-
7. Receipts for express,	-
8. Receipts for mails,	-
9. Receipts as rents for use of road and equipment, when leased,	\$16,832 20
10. Receipts as rents for use of property other than above,	-
11. Total earnings,	-
12. Per mile of road operated,	-
13. Per mile of road operated,—computed as single track, not including sidings,	-
14. Per train mile,	-
15. Proportion for Massachusetts,	-
16. Income from other roads,	-
17. Income from all other sources,	-
18. TOTAL INCOME,	16,832 20
19. Percentage of income to capital stock and debt,	-
20. Percentage of income to total means applied to construction, equipment, &c.,	-

Net Income, Dividends, &c.

1. Total net income above operating expenses [received for rent of N. L. N. R. R. Co.],	\$16,832 20
2. Percentage of net income to capital stock and debt,	-
3. Percentage of net income to total means applied to construction, equipment, &c.,	-
4. Paid for interest,	12,928 17
5. Paid in dividends per cent. for the year [no dividends paid],	-
6. Paid to sinking funds,	-
7. Balance for the year or surplus,	3,904 03
8. Surplus at commencement of the year,	348 06
9. Total surplus,	-
10. Invested as follows:—	
Cash and loans,	-
Balance of accounts due from other roads,	-
Other uncollected accounts,	-
Materials for repairs,	-
Fuel and stores,	-
Any other items,	-

General Balance Sheet at last Closing of Accounts.

STATEMENT.

Assets:—

Construction account,	.	.	.	.	.	.	.	.	.	\$1,334,289	36
Sundry accounts,	.	.	.	.	.	.	.	.	.	128,427	61
Cash,	.	.	.	.	.	.	.	.	.	183	05
										<hr/>	
										\$1,462,900	02

Liabilities:—

Capital stock,	.	.	.	.	.	.	.	.	.	\$743,400	02
Bills payable,	.	.	.	.	.	.	.	.	.	2,500	00
Bonds,	.	.	.	.	.	.	.	.	.	717,000	00
										<hr/>	
										\$1,462,900	02

SEPTEMBER 30, 1872.

NOTE.—The road is not completed for the running of trains, except upon some fifteen miles of the same, which is leased to the New London Northern Railroad Company, and we have answered such questions as could be answered under present circumstances, referring for many items to the report of said New London Northern Railroad Company.

Name and Residence of Officers.

Charles A. Stevens, Ware; Wm. Mixter, Hardwick; Wm. W. Whitney, Winchendon; Charles A. Perley, Baldwinsville; Chauncey Vibbard, New York; B. Fisk, New York; P. W. Holmes, New York; Thomas H. Hubbard, New York; Alex. P. Fiske, New York.

Proper Address for the Company.

WARE RIVER RAILROAD COMPANY, WARE, MASS.

CHAS. A. STEVENS,
C. VIBBARD,
WM. W. WHITNEY,
C. A. PERLEY,
WILLIAM MIXTER,

Directors of the Ware River Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

HAMPSHIRE, ss. October 7, 1872. Then personally appeared the above-named Charles A. Stevens, C. Vibbard, Wm. W. Whitney, C. A. Perley, Wm. Mixter, a majority of the directors of said Ware River Railroad Company, and severally made oath to the truth of the foregoing statement by them subscribed.

OTIS LANE, *Justice of the Peace.*

R E P O R T

OF THE

WEST AMESBURY BRANCH RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts.		
1. Capital stock authorized by charter,		\$150,000 00
2. Capital stock authorized by votes of company,	-	-
3. Capital stock paid in, number of shares, 1,142,*		100,000 00
4. Capital stock issued,		None.
5. Capital stock paid in per mile of road owned by company,	-	-
6. Capital stock paid in, proportion for Massachusetts,	-	-
7. Par value of shares,		100 00
8. Funded debt as follows:—		
1st mortgage bonds, due, rate of interest	-	-
2d mortgage bonds, due, rate of interest	-	-
3d mortgage bonds, due, rate of interest	-	-
9. Total amount of funded debt,	-	-
10. Unfunded debt, incurred for construction, equipment or purchase of property,	-	-
11. Debt incurred for any other purpose, and for what,	-	-
12. Total amount of debt,	-	-
13. Proportion of debt for Massachusetts,	-	-
14. Proportion of debt per mile of road,	-	-
15. Total cash realized from capital and debt,	-	-
16. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property,	-	-
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,		†115,000 00
18. Proportion of above for Massachusetts,	-	-
19. Number of stockholders,	78	
20. Amount of stock held in Massachusetts,		112,100 00
21. Number of stockholders in Massachusetts,	68	
Cost of Road, Equipment and Property.		
CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.		
1. Grading and masonry,		\$44,000 00
2. Bridging,		3,000 00
3. Superstructure, including rails,		42,000 00
4. Land, land damages and fences,		13,000 00
5. Passenger and freight stations, wood-sheds and water stations,		7,500 00

* Assessments not all paid.

† Road not completed.

6. Engine-houses, car-sheds and turn-tables, . . .	\$4,500 00	
7. Interest paid during construction, discount, &c., . . .	-	-
8. Engineering, agencies, salaries and other expenses during construction,	1,000 00	
9. <i>Total expended for construction,</i>	\$115,000 00	
10. Average cost of construction per mile of road built by company,	-	-
11. Same per mile of single track built by company, not including sidings,	-	-
12. Proportion of cost of construction for Massachusetts,	-	-
[Road in process of construction.]		
Description of Road.		
1. Length of main line of road from Newton, N. H., to West Amesbury,	4½ miles.	
Length of main line of road in Massachusetts,	2¼ miles.	
25. Number of crossings of highways at grade,	1	
26. Number of crossings of highways over railroad,	-	-
27. Number of crossings of highways under railroad,	-	-
28. Number of highway bridges 18 feet above track,	-	-
29. Number of highway bridges less than 18 feet above track,	1	
30. Number of crossings at which gates or flagmen are maintained,	-	-
31. Number of crossings at which there are neither gates nor flagmen,	-	-
32. Number of railroad crossings at grade,	-	-
33. Number of railroad crossings over other railroads,	-	-
34. Number of railroad crossings under other railroads,	-	-

Name and Residence of Officers.

William H. Haskell, West Amesbury, *President*. John S. Poyen, West Amesbury, *Treasurer*.

Proper Address for the Company.

WEST AMESBURY BRANCH RAILROAD CO., WEST AMESBURY, MASS.

WILLIAM H. HASKELL,
FRANCIS SARGENT,
JOHN. S. POYEN,
JOHN. P. SARGENT,
I. B. LITTLE,

Directors of the West Amesbury Branch Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, SS. AMESBURY, October 26, 1872. Then personally appeared William H. Haskell, Francis Sargent, John S. Poyen, John P. Sargent and Isaac B. Little, and severally made oath to the truth of the foregoing statement by them subscribed.

JOSHUA COLBY, *Justice of the Peace.*

REPORT

OF THE

WEST STOCKBRIDGE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

[This road is operated by the Housatonic Railroad Company, of Connecticut, and the Boston and Albany Railroad Company.]

Capital Stock and Debts.		
1. Capital stock authorized by charter,		\$75,000 00
2. Capital stock authorized by votes of company,	-	-
3. Capital stock paid in (number of shares),		39,600 00
4. Capital stock issued,	-	-
5. Capital stock paid in per mile of road owned by company,	-	-
6. Capital stock paid in, proportion for Massachusetts,		39,600 00
7. Par value of shares,	-	-
8. Funded debt as follows:—	} No debt of any kind.	
1st mortgage bonds, due rate of interest		
2d mortgage bonds, due rate of interest,		
3d mortgage bonds, due rate of interest,		
9. Total amount of funded debt,		
10. Unfunded debt, incurred for construction, equipment or purchase of property,		
11. Debt incurred for any other purpose, and for what,		
12. Total amount of debt,	}	
13. Proportion of debt for Massachusetts,		-
14. Proportion of debt per mile of road,		-
15. Total cash realized from capital and debt,	-	-
16. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property,	-	-
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,		39,600 00
18. Proportion of above for Massachusetts,		39,600 00
19. Number of stockholders,		24
20. Amount of stock held in Massachusetts,		389½ shares.
21. Number of stockholders in Massachusetts,		21

Cost of Road, Equipment and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.*

1. Grading and masonry	-	-
2. Bridging,	-	-

* There are no accounts which show expense of construction in gross or in detail. The capital stock paid in, \$39,600, was substantially expended for construction.

3. Superstructure, including rails,	-	-
4. Land, land damages and fences,	-	-
5. Passenger and freight stations, wood-sheds and water stations,	-	-
6. Engine-houses, car-sheds and turn-tables,	-	-
7. Interest paid during construction, discount, &c.,	-	-
8. Engineering, agencies, salaries and other expenses during construction,	-	-
9. <i>Total expended for construction</i> ,		\$39,600 00
10. Average cost of construction per mile of road built by company,		14,400 00
11. Same per mile of single track built by company, not including sidings,		14,400 00
12. Proportion of cost of construction for Massachusetts,	-	-

EQUIPMENT.

13. Locomotives and snow-plows,	} None.	
14. Passenger, mail and baggage cars,		
15. Freight and other cars,		
16. Machine-shops, machinery and tools,		
17. <i>Total for equipment</i> ,		
18. Average cost of equipment <i>per mile of road operated</i> by company,		
19. Proportion for Massachusetts,		

PROPERTY PURCHASED.*

20. branch, original cost,		
21. purchased for road, shares,	-	-
22. Bonds of road, nominal amount	-	-
23. Steamboat nominal amount	-	-
24. purchased for	-	-
25. Lands in not necessary for operation of of road,	-	-
26. Other property purchased,	-	-
27. <i>Total property purchased</i> ,	-	-
28. Property in Massachusetts (including proportion of equipment),	-	-
29. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		39,600 00
30. Proportion for Massachusetts,		39,600 00
31. Amount of sinking and contingent funds,	-	-

Description of Road.

1. Length of main line of road from to	2.75 miles.
Length of main line of road in Massachusetts,	2.75 miles.
In other States, specifying each,	-
2. Length of line with track laid, if road is not completed,	-
3. Length of double track on main line,	None.
4. Branches owned by company. Name and description of each single or double track, ; length,	-
5. Total length of branches owned by company,	None.
6. Total length of branches owned by company in Massachusetts,	-
7. Total length of branches owned by company in other States, specifying each,	-

* A small plot of ground was purchased for depot grounds at West Stockbridge, which is included in cost of construction.

8. Length of double track on branches, . . .	-	-
9. Total length of road belonging to this company, . . .	-	-
10. Aggregate length of sidings and other tracks not above enumerated,		1.81 miles.
11. Same in Massachusetts,		1.81 miles.
12. Aggregate length of tracks belonging to this company, computed as single track, . . .		4.56 miles.
13. Same in Massachusetts,	-	-
14. Total length of steel rails in tracks belonging to this company,	-	-
[Weights per yard, . . .]		
15. Total length of steel-top rails in tracks belonging to this company,	-	-
[Weights per yard, . . .]		
16. Miles of telegraph on line of road,	-	-
17. Miles of telegraph owned by this company, . .	-	-
18. Number of telegraph offices in company's stations,	-	-
19. Number of telegraph stations operated by this company,	-	-
20. Number of telegraph stations operated jointly by railroad and telegraph company, . . .	-	-
21. Number of spans of bridges of 25 feet and upwards,		None.
22. Number of iron bridges (aggregate length, . .)		None.
23. Number of wooden bridges (aggregate length, trestle),		150 feet.
24. BRIDGES BUILT WITHIN THE YEAR.		
[None.]		
25. Number of crossings of highways at grade, . .		4
26. Number of crossings of highways over railroad,		None.
27. Number of crossings of highways under railroad,		None.
28. Number of highway bridges 18 feet above track,		None.
29. Number of highway bridges less than 18 feet above track,		None.
30. Number of crossings at which gates or flagmen are maintained,		None.
31. Number of crossings at which there are neither gates nor flagmen,		Four.
32. Number of railroad crossings at grade,		None.
33. Number of railroad crossings over other railroads,		None.
34. Number of railroad crossings under other railroads,		None.

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

35. Name, description and length of each, . . .	None.	
36. Total length of above roads,	-	-
37. Total length of above roads in Massachusetts, .	-	-
38. Total length of above roads in other States, specifying each,	-	-
39. Total miles of road operated by this company,		None.
40. Total miles of road operated by this company in Massachusetts,	-	-
41. Number of stations on all roads operated by this company,	-	-
42. Same in Massachusetts,	-	-

Rolling Stock.

[The corporation has no rolling stock.]

Mileage, Traffic, &c.*	
1. Miles run by passenger trains,	Not reported.
2. Rate of speed of express passenger trains, including stops,	Not reported.
3. Rate of speed of accommodation trains, including stops,	Not reported.
4. Miles run by freight trains,	None.
5. Rate of speed of freight trains, including stops,	Not reported.
6. Miles run by other trains, and for what purposes,	- -
7. Total train miles run,	- -
8. Number of through passengers (whole length of road),	- -
9. Number of local passengers (over part of road)	- -
10. Total number of passengers carried,	14,269
11. Total passenger mileage, or passengers carried one mile,	42,807
12. Passenger mileage to and from other roads,	30,265
13. Number of tons carried,	None.
14. Total freight mileage, or tons carried one mile,	None.
15. Freight mileage to and from other roads,	None.

Expenditures Charged to Capital Account during the Year.

[None.]

Expenditures on Operating Account for the Year.

MAINTENANCE OF WAY AND BUILDINGS.

[No returns are made to us by lessees, who are bound to keep road and buildings in repair.]

TRAFFIC EXPENSES.

[Paid by lessees.]

MISCELLANEOUS.

34. Amount paid other companies as rent for use of road, specifying each company and amount,	-
35. Telegraph expenses,	-
36. United States taxes and stamps,	\$30 46
37. State taxes,	316 99
38. Local taxes,	-
39. Insurance, loss by fire, and damages paid for fires set by engines,	-
40. General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the foregoing items,	21 25
41. Total miscellaneous,	368 70
42. TOTAL EXPENDITURES FOR OPERATING THE ROAD,	-
43. Per mile of the road operated,	-
44. Per mile of single track operated, not including sidings,	-
45. Per train mile,	-
46. Proportion for Massachusetts,	-
47. Percentage of expenditures to income,	-

Revenue for the Year.

1. Receipts from local passengers on roads operated by this company,	-
2. Receipts from passengers from and to other roads over roads operated by this company,	-
3. Receipts from passengers over other roads as tolls, or for use of cars of this company,	-

* Reported by Housatonic Railroad Company, and returned so far as any report is received.

4. Receipts from local freight on roads operated by this company,	-
5. Receipts from freight from and to other roads over roads operated by this company,	-
6. Receipts from freight over other roads as tolls, or for use of cars of this company,	-
7. Receipts for express	-
8. Receipts for mails,	-
9. Receipts as rents for use of road and equipment, when leased,	\$1,895 14
10. Receipts as rents for use of property other than above,	10 00
11. Total earnings,	-
12. Per mile of road operated,	-
13. Per mile of road operated,—computed as single track, not including sidings,	-
14. Per train mile,	-
15. Proportion for Massachusetts,	-
16. Income from other roads,	-
17. Income from all other sources,	55 85
18. TOTAL INCOME,	1,960 99
19. Percentage of income to capital stock and debt,	-
20. Percentage of income to total means applied to construction, equipment, &c.,	-

Net Income, Dividends, &c.

1. Total net income above operating expenses,	\$1,592 29
2. Percentage of net income to capital stock and debt,	-
3. Percentage of net income to total means applied to construction, equipment, &c.,	-
4. Paid for interest,	-
5. Paid in dividends 4 per cent. for the year,	1,584 00
6. Paid to sinking funds,	-
7. Balance for the year or surplus,	8 29
8. Surplus at commencement of the year [per last report, \$658.71; less for error, \$7.13],	651 58
9. Total surplus,	659 87
10. Invested as follows:—	659 87
Cash and loans,	-
Balance of accounts due from other roads,	-
Other uncollected accounts,	-
Materials for repairs,	-
Fuel and stores,	-
Any other items,	-

Statement of each Accident.

[No accident reported to us.]

Name and Residence of Officers.

Geo. H. Power, *President*, Hudson, N. Y. *Directors*.—Geo. H. Power, Hudson, N. Y.; Henry W. Taft, Pittsfield; Geo. W. Kniffin, West Stockbridge; Chester W. Chapin, Springfield; William Bliss, Boston. Henry W. Taft, *Clerk and Treasurer*.

Proper Address for the Company.

HENRY W. TAFT, *Treasurer*, PITTSFIELD, MASS.

GEO. H. POWER,
HENRY W. TAFT,
GEO. W. KNIFFIN,

Directors of the West Stockbridge Railroad Company.

STATE OF NEW YORK.

COLUMBIA COUNTY, ss. December 2, 1872. Then personally appeared George H. Power, above named, and made oath to the truth of the foregoing statement by him signed. Before me,

DARIUS PECK, *Commissioner of Deeds*.

HUDSON, COLUMBIA COUNTY, STATE OF NEW YORK.

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, ss. November 26, 1872. Then personally appeared Henry W. Taft, above named, and made oath to the truth of the foregoing statement by him signed. Before me,

S. W. BOWERMAN, *Justice of the Peace*.

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, ss. November 27, 1872. Then personally appeared George W. Kniffin, and made oath to the truth of the foregoing statement by him subscribed.

WILLIAM C. SPAULDING, *Justice of the Peace*.

REPORT

OF THE

WORCESTER AND NASHUA RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts.

1. Capital stock authorized by charter,	\$2,100,000 00
2. Capital stock authorized by votes of company,	1,510,200 00
3. Capital stock paid in (number of shares, 17,050),	1,425,400 00
4. Capital stock issued [17,050 shares],	-
5. Capital stock paid in per mile of road owned by company,	31,197 20
6. Capital stock paid in, proportion for Massachusetts,	1,218,562 60
7. Par value of shares,	Av'ge cost, \$83.60 pr share.
8. Funded debt as follows:—	
Bonds, due January 1, 1881, rate of interest, 7 per cent.,	\$125,000 00
Bonds, due January 1, 1881, rate of interest, 6 per cent.,	75,000 00
Bonds, due April 1, 1887, rate of interest, 6 per cent.,	110,300 00
9. Total amount of funded debt,	310,300 00
10. Unfunded debt, incurred for construction, equipment or purchase of property,	32,925 81
11. Debt incurred for any other purpose, and for what,	Nothing.
12. Total amount of debt,	343,225 81
13. Proportion of debt for Massachusetts,	343,225 81
14. Proportion of debt per mile of road,	7,512 00
15. Total cash realized from capital and debt,	\$1,768,625 81
16. Total amount of income which has been expended (in addition to funds derived from capital and debts) in construction, equipment and purchase of property,	443,518 40
17. TOTAL MEANS APPLIED TO CONSTRUCTION, EQUIPMENT AND PURCHASE OF PROPERTY,	2,212,144 21
18. Proportion of above for Massachusetts,	1,891,143 41
19. Number of stockholders,	898
20. Amount of stock held in Massachusetts,	1,322,134 00
21. Number of stockholders in Massachusetts,	710

Cost of Road, Equipment and Property.

CONSTRUCTION OF ROAD AND BRANCHES BUILT BY COMPANY.

1. Grading and masonry,	\$697,848 97
2. Bridging,	25,260 41
3. Superstructure, including rails,	638,516 86
4. Land, land damages and fences,	239,344 93
5. Passenger and freight stations, wood-sheds and water stations,	92,269 40
6. Engine-houses, car-sheds and turn-tables,	18,450 00
7. Interest paid during construction, discount, &c.	112,240 23

8. Engineering, agencies, salaries and other expenses during construction,	\$72,980 91	
9. <i>Total expended for construction</i> ,		\$1,896,911 71
10. Average cost of construction per mile of road built by company,		41,517 00
11. Same per mile of single track built by company, not including sidings,	Cannot answer accurately.	
12. Proportion of cost of construction for Massachusetts,		1,621,654 02
EQUIPMENT.		
13. Locomotives and snow-plows,	106,864 82	
14. Passenger, mail and baggage cars,	31,146 16	
15. Freight and other cars,	146,221 31	
16. Machine-shops, machinery and tools,	31,000 21	
17. <i>Total for equipment</i> ,		315,232 50
18. Average cost of equipment per mile of road operated by company,		6,899 37
19. Proportion for Massachusetts,		269,489 39
PROPERTY PURCHASED.		
20. branch, original cost,	Have no branches.	
21. Stock of road, shares,	{ Have no stock of other roads.	
22. Bonds of , nominal amount	{ Have no bonds.	
23. Steamboat , nominal amount	{ Have no steamboat stock.	
24. Lands in Worcester, not necessary for operation of road,	{ \$22,000, included in construction account.	
25. Other property purchased,	-	-
26. <i>Total property purchased</i> ,	-	-
27. Property in Massachusetts (including proportion of equipment),		1,891,143 41
28. WHOLE AMOUNT OF PERMANENT INVESTMENTS,		2,212,144 21
29. Proportion for Massachusetts,		1,891,143 41
30. Amount of sinking and contingent funds,		Nothing.
Description of Road.		
1. Length of main line of road from Worcester to Nashua,		45.69 miles.
Length of main line of road in Massachusetts, [In other States, specifying each, New Hampshire,]	39.06 miles.	
2. Length of line with track laid, if road is not completed,	6.63 miles.	
3. Length of double track on main line,	-	11.75 miles.
4. Branches owned by company. Name and description of each single or double track, ; length,	Have no branches.	
5. Total length of branches owned by company,	Have no branches.	
6. Total length of branches owned by company in Massachusetts,	-	-
7. Total length of branches owned by company in other States, specifying each,	-	-
8. Length of double track on branches,		None.
9. Total length of road belonging to this company,		45.69 miles.
10. Aggregate length of sidings and other tracks not above enumerated,		14.50 miles.
11. Same in Massachusetts,		10.50 miles.
12. Aggregate length of tracks belonging to this company, computed as single track,		71.94 miles.

13. Same in Massachusetts,	61.31 miles.
14. Total length of steel rails in tracks belonging to this company, [Weights per yard, 56 lbs.]	1 mile.
15. Total length of steel-top rails in tracks belonging to this company, [Weights per yard,]	None.
16. Miles of telegraph on line of road,	45.64 miles.
17. Miles of telegraph owned by this company,	None.
18. Number of telegraph offices in company's stations,	9
19. Number of telegraph stations operated by this company,	3
20. Number of telegraph stations operated jointly by railroad and telegraph company,	6
21. Number of spans of bridges of 25 feet and upwards,	4
22. Number of iron bridges (aggregate length,),	Have none.
23. Number of wooden bridges (aggregate length,),	449 feet.

24. BRIDGES BUILT WITHIN THE YEAR.

LOCATION.	Kind.	Material.	Length.	When Built.
West Boylston. . . .	Arch. . . .	Stone. . . .	50 feet span, . . .	1871-72.
West Boylston, . . .	Arch. . . .	Stone. . . .	38 feet span, . . .	1871-72.

25. Number of crossings of highways at grade,	55
26. Number of crossings of highways over railroad,	6
27. Number of crossings of highways under railroad,	1
28. Number of highway bridges 18 feet above track,	4
29. Number of highway bridges less than 18 feet above track,	3
30. Number of crossings at which gates or flagmen are maintained,	15
31. Number of crossings at which there are neither gates nor flagmen,	40
32. Number of railroad crossings at grade,	5
33. Number of railroad crossings over other railroads,	None.
34. Number of railroad crossings under other railroads,	None.

ROADS BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

35. Name, description and length of each,	{ Do not operate any railroad under lease or contract.
36. Total length of above roads,	
37. Total length of above roads in Massachusetts,	Nothing.
38. Total length of above roads in other States, specifying each,	{ Do not operate any railroad in any other State.
39. Total miles of road operated by this company in Massachusetts,	
40. Total miles of road operated by this company in Massachusetts,	45.69 miles.
41. Number of stations on all roads operated by this company,	36.06 miles.
42. Same in Massachusetts,	14
	12

Rolling Stock.	Total number.	Per mile of road operated.
1. Locomotives (average weight of engines in working order, 27 tons),	17	.37
2. Tenders (average weight of tenders full of fuel and water, 20 tons), (Average joint weight of engines and tenders, 47 tons.)	18	
3. Snow-plows (average weight, 7½ tons),	3	
4. Passenger cars (average weight, 16 tons),	12	.26
5. Mail and baggage cars (average weight, 14 tons),	5	
6. 8-wheel box freight cars (average weight, 8½ tons),	191	
7. 4-wheel box freight cars (av'ge weight, 8,400 lbs.),	41	
8. 8-wheel platform cars (average weight, 14,850 lbs.),	95	
9. 4-wheel platform cars (av'ge weight,),	None.	
10. Other cars (coal, gravel, &c.) [average weight, 9,000 lbs.],	100	
11. Total freight cars, including coal, &c., on a basis of 8 wheels,	356½	7.81
12. Number of locomotives equipped with train brakes, (Kind of brake, Steinard's steam-brake.)	1	
13. Number of cars equipped with train brakes, (Kind of brake, Steinard's steam-brake.)	3	
14. Number of passenger cars in proportion to passengers carried one mile,		1 to 534,735.
Mileage, Traffic, &c.		
1. Miles run by passenger trains,		105,989
2. Rate of speed of express passenger trains, including stops,	30 miles per hour.	
3. Rate of speed of accommodation trains, including stops,	32 miles per hour.	
4. Miles run by freight trains,		248,016
5. Rate of speed of freight trains, including stops,	10 miles per hour.	
6. Miles run by other trains, and for what purposes [hauling fuel and removing snow],		5,636
7. Total train miles run,		359,641
8. Number of through passengers (whole length of road),		33,76
9. Number of local passengers (over part of road),		348,1940
10. Total number of passengers carried,		381,954
11. Total passenger mileage, or passengers carried one mile,		6,416,827
12. Passenger mileage to and from other roads,		2,429,851
13. Number of tons carried,		368,042
14. Total freight mileage, or tons carried one mile,		11,783,252
15. Freight mileage to and from other roads,		10,869,269
16. Average rate of fare per mile (not including season tickets) received from passengers on roads occupied by this company,		2.94 cents.
17. Average rate of fare per mile received from passengers to and from other roads,*		2 21.23 cents.
18. Average rate of fare per mile for season-ticket passengers, reckoning one round trip per day to each ticket, . . . . .		.896 cents.
Average rate of fare per mile for <i>all</i> passengers,		2.217 cents.
19. Average rate of freight per to per mile on roads operated by this company,		3.024 cents.

* After deducting all allowances for tolls, or use of cars, &c.

20. Average rate of freight per ton per mile to and from other roads,*	2.5 cents.
21. Average number of cars in passenger trains, including baggage cars,	6
22. Average number of cars in freight trains (basis of 8 wheels),	21
23. Average weight of passenger trains, including locomotive and tender, in working order,	139 tons.
24. Average weight of freight trains, including locomotive and tender, in working order,	225½ tons.
25. Number of persons regularly employed by company, including officials,	About 290.

Classification of Business.

PASSENGERS.

1. Passengers coming from other States,†	41,500
2. Passengers going to other States,†	28,451
3. Passengers travelling only within this State,	232,128
4. Total season-ticket passengers (round trip),	44,180
5. Passengers to Boston (including season),‡	-
6. Passengers from Boston (including season),‡	-
7. Season-ticket passengers to and from Boston (one round trip daily),‡	-

FREIGHT, IN TONS.

	Brought from other States.	Carried to other States.	Carried within this State only.	Taken from Boston.‡	Carried to Boston.‡
1. Anthracite coal,	11,555	3,002	7,277	-	-
2. Bituminous coal,	247	4,884	826	-	-
3. Petroleum,	68	-	67	-	-
4. Railroad iron, including steel and steel-capped rails,	2,046	5,084	8,387	-	-
5. Castings and other iron,	1,290	2,820	7,627	-	-
6. Other metals,	15	29	27	-	-
7. Iron and other ores,	375	16	61	-	-
8. Stone and brick,	7,945	2,354	6,276	-	-
9. Lime, cement and sand,	421	287	541	-	-
10. Lumber,	41,599	2,037	7,880	-	-
11. Ice,	-	-	3,245	-	-
12. Live stock,	2,795	526	562	-	-
13. Dressed carcasses, smoked and salted meats,	-	35	78	-	-
14. Flour,	9,964	4,771	3,908	-	-
15. Grain,	36,495	5,001	5,383	-	-
16. Other agricultural products,	8,621	1,672	1,293	-	-
17. Manufactures not included above,§	6,416	39,861	18,497	-	-
18. Merchandise,§	28,226	28,246	31,769	-	-
19. Other articles,	-	-	-	-	-
20. Total tons carried,||	158,081	100,628	103,705	-	-

* After deducting all allowances for tolls, use of cars, &c.

† Apply only to roads crossing the State line.

‡ Apply only to the roads terminating in Boston.

§ Manufactured articles starting from the place of manufacture, so far as known, are to be reckoned under the first head; after they have arrived at a depot for sale, they become a part of the general merchandise of the place, and on any second transit are to be reckoned under the second head.

|| Fractions of tons are omitted in the above table.

Expenditures Charged to Capital Account during the Year.

1. Main line, extension or alteration of road,	{ No exten- sion.
2. Branches, extension or alteration of road, specifying each, .	{ Have no branches.
3. Double track extension [and other permanent improvements]	\$91,281 03
4. Land,	18,108 24
5. Passenger and freight stations, wood-sheds and water sta- tions,	Nothing.
6. Engine-houses, car-sheds and turn-tables,	1,450 00
7. New locomotives and snow-plows,	20,500 00
8. New passenger cars,	8,308 95
9. New mail and baggage cars,	Nothing.
10. New freight cars,	28,000 00
11. Machine-shops, machinery and tools,	Nothing.
12. Purchase of other roads, specifying what,	None.
13. Subscriptions or loans to other roads, specifying what, .	-
14. Any other expenditures charged to capital account, . .	5,739 57
15. TOTAL,	173,387 79
[Deduct amount credited to passenger and freight stations,]	2,415 00

\$170,972 79

Expenditures on Operating Account for the Year.

MAINTENANCE OF WAY AND BUILDINGS.

1. Repairs of road, exclusive of bridges and new rails,* . . .	\$19,876 12
2. New iron rails, deducting old rails sold (number of miles, 5; weight per yard, 56 lbs.),*	17,970 66
3. Steel rails (number of miles, nothing; weight per yard,), .	-
4. Repairs of bridges,	2,084 72
5. Repairs of buildings and fixtures,	15,036 12
6. Repairs of fences, road crossings and signs,	2,427 30
7. Removing ice and snow,	902 99
8. Other expenses,	-
9. Total for maintenance of way and buildings,	58,297 91
10. Per mile of road kept in repair,	1,275 00
11. Per mile of single track kept in repair, not including sidings,	1,015 02
12. Of the above total there was expended for other than ordi- nary repairs,	Nothing.

TRAFFIC EXPENSES.

13. Repairs of locomotives and snow-plows,†	32,694 92
14. New locomotives and snow-plows,†	6,200 00
15. Repairs of machine-shops and machinery [included in repairs of buildings and fixtures],†	-
16. New machine-shops and machinery [included in repairs of buildings and fixtures],†	-
17. Repairs of passenger, baggage and mail cars,†	15,553 98
18. New passenger, baggage and mail cars,†	Nothing.
19. Repairs of freight and other cars,†	26,833 68
[Repairs of gravel cars,†	2,358 42
20. New freight and other cars,†	Nothing.
21. Fuel—number of cords of wood, 5,507; cost,†	35,082 82
22. Fuel—number of tons of coal 4,028; cost,†	37,623 07
23. Oil and waste,†	4,479 67
24. Amount paid other corporations or individuals not operating railroads, for use of cars and for repairs of same,	Nothing.
25. Salaries, wages and incidentals, chargeable to passenger department,	33,268 23
26. Salaries, wages and incidentals, chargeable to freight depart- ment,	77,285 59
27. Wages of switchmen, gate-keepers, signal-men, and watch- men, unless included above,	4,974 15

* Including labor and materials in new sidings.

† For cars and engines.

† To include oil, fuel, clerks, watchmen, and incidentals about shops.

28. Gratuities and damages, passenger account,	}	\$294 00
29. Gratuities and damages, freight account,		
30. Other expenditures,		-
31. Total of traffic expenses,		276,648 53
32. Per mile of road operated,		6,054 55
33. Per mile of single track operated, not including sidings,		4,816 03

MISCELLANEOUS.

34. Amount paid other companies as rent for use of road, specifying each company and amount,	Nothing.
35. Telegraph expenses,	Nothing.
36. United States taxes and stamps,	2,922 94
37. State taxes [Massachusetts and New Hampshire],	28,249 19
38. Local taxes,	4,426 65
39. Insurance, loss by fire, and damages paid for fires set by engines,	3,808 93
40. General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the foregoing items,	17,551 54
41. Total miscellaneous,	56,959 25
42. TOTAL EXPENDITURES FOR OPERATING THE ROAD,	391,905 69
43. Per mile of the road operated,	8,577 50
44. Per mile of single track operated, not including sidings,	6,822 87
45. Per train mile,	108.97 cents.
46. Proportion for Massachusetts,	335,037 25
47. Percentage of expenditures to income,	66.73 per cent.

Revenue for the Year.

1. Receipts from local passengers on roads operated by this company,	\$96,164 96
2. Receipts from passengers from and to other roads over roads operated by this company,	92,868 44
3. Receipts from passengers over other roads as tolls, or for use of cars of this company,	Nothing.
4. Receipts from local freight on roads operated by this company,	84,605 88
5. Receipts from freight from and to other roads over roads operated by this company,	271,731 74
6. Receipts from freight over other roads as tolls, or for use of cars of this company,	16,648 42
7. Receipts for express,	10,287 14
8. Receipts for mails,	4,625 00
9. Receipts as rents for use of road and equipment, when leased,	Nothing.
10. Receipts as rents for use of property other than above,	10,427 14
11. Total earnings,	587,358 72
12. Per mile of road operated,	12,855 30
13. Per mile of road operated,—computed as single track, not including sidings,	10,225 60
14. Per train mile,	1 63½
15. Proportion for Massachusetts,	502,128 01
16. Income from other roads,	364,600 18
17. Income from all other sources,	222,758 54
18. TOTAL INCOME,	587,358 72
19. Percentage of income to capital stock and debt,	33.209
20. Percentage of income to total means applied to construction, equipment, &c.,	26.551

Net Income, Dividends, &c.

1. Total net income above expenses [and United States tax],	\$195,453 03
2. Percentage of net income to capital stock and debt,	11.61 per ct.
3. Percentage of net income to total means applied to construction, equipment, &c.,	8.83 per ct.

4. Paid for interest,	\$14,902 48
5. Paid in dividends \$10 per share for the year,	170,500 00
6. Paid to sinking funds,	—
7. Balance for the year or surplus,	10,050 55
8. Surplus at commencement of the year [balance],	176,223 51
9. Total surplus,*	186,274 06
10. Invested as follows:—	
Cash and loans,	23,528 05
Balance of accounts due from other roads,	None.
Other uncollected accounts,	21,026 22
Materials for repairs,	74,703 36
Fuel and stores,	6,311 03
Any other items,	60,705 40
	<hr/>
	\$186,274 06

General Balance Sheet at last Closing of Accounts.

DR.

Graduation and masonry,	\$697,848 97
Superstructure,	638,516 86
Bridges,	25,260 41
Passenger and freight stations, wood-sheds, &c.,	92,269 40
Engine-houses, car-sheds, &c.,	18,450 00
Land, land damage and fencing,	239,344 93
Engineering, agencies, &c.,	72,980 91
Interest and discount on bonds,	112,240 23
	<hr/>
	\$1,896,911 71
Locomotives,	\$106,864 82
Passenger and baggage cars,	31,146 16
Merchandise cars,	146,221 31
Machine-shops, machinery and tools,	31,000 21
	<hr/>
	315,232 50
Cash,	\$21,863 05
Bills receivable,	1,665 00
Sundry accounts, less unpaid dividends,	21,026 22
Nashua and Rochester Railroad stock,	4,687 00
Materials for working the road,	81,014 39
	<hr/>
	130,255 66
	<hr/>
	\$2,342,399 87

CR.

Capital stock,	\$1,425,400 00
Bonds payable 1882,	\$125,000 00
Bonds payable 1882,	75,000 00
Bonds payable 1887,	110,300 00
	<hr/>
	310,300 00
Bills payable,	32,925 81
Reserved income,	186,274 06
Income used on account of construction,	387,500 00
	<hr/>
	\$2,342,399 87

* Total surplus shown by balance sheet is \$573,774.06. [Com.]

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCON- DUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . .	-	-	-	1	-	1
Employés, . . .	-	-	2	-	2	-
Others, . . .	-	-	3	-	3	-

Statement of each Accident.

November 15, 1871.—Daniel Donahoe and Bartholomew King were struck by a switching engine while repairing track in the Worcester freight yard. Donahoe was killed instantly. King lived but a few hours. A train upon another track, and coming from the opposite direction, took their attention from the engine which struck them.

November 25.—Patrick Nevins, a lad some six years of age, when walking on the the track between School and Thomas Streets, Worcester, was run over by a freight train and killed.

February 10, 1872.—Christmas Laduca, in attempting to steal a ride on a passing freight train, between West Boylston and Worcester, fell under the cars, receiving injuries which caused his death within twenty-four hours.

April 8.—Herman Fredericks, in attempting to get upon a moving passenger train at Nashua, fell under the cars, receiving such injuries that amputation of an arm became necessary.

September 3.—Mrs. Susan Noland, while walking on the track near "Clay Cut," so called, north of Nashua Street, in Worcester, was struck by the engine of the evening inward passenger train, and instantly killed.

Name and Residence of Officers.

Directors.—F. H. Kinnicutt, Worcester; Stephen Salisbury, Worcester; Jacob Fisher, Lancaster; Thomas Chase, Nashua, N. H.; Asa F. Lawrence, Groton; Francis H. Dewey, Worcester; Alex. H. Bullock, Worcester; Calvin B. Hill, Nashua, N. H.; J. Edwin Smith, Barre. F. H. Kinnicutt, *President*; T. W. Hammond, *Treasurer*; T. W. Hammond, *Clerk of Corporation and Directors*; C. S. Turner, *Superintendent*.

Proper Address for the Company.

THE WORCESTER & NASHUA RAILROAD COMPANY, WORCESTER, MASS.

F. H. KINNICUTT,
S. SALISBURY,
J. EDWIN SMITH,
JACOB FISHER,
A. F. LAWRENCE,

Directors of the Worcester and Nashua Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. November 5, 1872. Then personally appeared F. H. Kinnicut and Stephen Salisbury, and made oath to the truth of the foregoing statement by them subscribed. Before me,

T. W. HAMMOND, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. November 9, 1872. Then personally appeared J. Edwin Smith, and made oath to the truth of the foregoing statement by him subscribed.

WM. E. STARR, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. November 11, 1872. Then personally appeared Jacob Fisher, and made oath that the foregoing statement by him subscribed is true, according to his best knowledge and belief. Before me,

J. L. S. THOMPSON, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. November 11, 1872. Then personally appeared A. F. Lawrence, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief. Before me,

GEO. D. BRIGHAM, *Justice of the Peace.*

WORCESTER, November 14, 1872.—The undersigned, Commissioner of the Worcester and Nashua Railroad Company for Massachusetts, having examined this report, believes it to be correct, and hereby approves the same.

JOHN DAVIS WASHBURN.

The undersigned determines the proportion of receipts and expenditures of the Worcester and Nashua Railroad Company, pertaining to the States of Massachusetts and New Hampshire, respectively, to be as follows:—

The cost of the road and equipment, as appears by this report and

the books of the company, is	\$2,212,144 21
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Of which is apportioned to New Hampshire,	\$321,000 80
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And to Massachusetts,	1,891,143 41
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Total earnings for year ending Sept. 30, 1875, were	\$587,358 72
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And the total expenses,	391,905 69
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Leaving net earnings, after deducting expenses,	\$195,453 03
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Of which is apportioned to New Hampshire,	\$27,955 03
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And to Massachusetts,	167,499 00
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JOHN DAVIS WASHBURN, *Commissioner.*

STREET RAILWAY REPORTS,

FOR THE YEAR ENDING

September 30, 1872.

REPORT

OF THE

ALBANY STREET FREIGHT RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts.		
1. Capital stock authorized by charter,		\$75,000 00
2. Capital stock authorized by votes of company,		75,000 00
3. Capital stock paid in,		75,000 00
4. Capital stock paid in per mile of railway owned by company,	-	-
5. Capital stock issued (par value of shares \$100),		75,000 00
6. Funded debt, due, per cent. interest,	} None.	
7. Funded debt, due, per cent. interest,		
8. Funded debt, due, per cent. interest,		
9. Unfunded debt, incurred for construction, equipment or purchase,	None.	
10. Total amount of debt,		None.
11. Amount of debt per mile of railway owned by company,		None.
12. Amount of income expended in construction, equipment and purchase,		Nothing.
13. Total means expended in construction, equipment and purchase,		Nothing.
14. Number of stockholders,		7
Cost of Railway.		
<i>Railways and Branches built by Company.</i>		
15. Grading and paving,	}	
16. Track, including timber, rails, &c., and laying,		
17. Interest during construction, commissions, discounts, &c., allowed to contractors and others,		48,193 04
18. Engineering, agencies, salaries and other expenses during construction,		
19. Total cost of construction,		
20. Average per mile of single track, built by company, not including sidings, &c.,		54,722 42
<i>Other Railways and Branches purchased.</i>		
21. , original cost , purchased at	None.	
22. Total cost to this company of railways and branches purchased,		Nothing.
23. Total cost to this company of all railways built and purchased,		48,193 04
24. Average per mile of single track, not including sidings,		54,722 42
Cost of Equipment.		
25. Number of horses, cost,	} None.	
26. Number of cars, cost,		
27. Number of other vehicles, cost,		

28. Land owned by company,	None.
29. Buildings owned by company,	\$294 89
30. Other articles of equipment,	221 41
31. Total cost of equipment,	\$516 30
32. Average per mile of single track <i>operated</i> , not including sidings, &c.,	586 25
33. Total cost of railway and equipment,	48,709 34
34. Amount of sinking funds on hand to meet debt,	-
35. Property owned by company not needed for operating road,	None.

Description of Railway.

36. Length of railway owned by company, with description of its several lines of track and branches, and length of each,	4,650 feet.
37. Length of railway laid with double track,	400 feet.
38. Length of single track operated in one direction only,	None.
39. Length of single track operated in both directions,	4,650 feet.
40. Aggregate length of switches, sidings, &c., except main track and branches,	448 feet.
41. Total length of track, measured as single track,	5,498 feet.
42. Total length of track paved,	5,498 feet.
43. Weight of rail per yard, and description of rail,	{ 90 lbs, wrought iron, except 298 feet flat and grooved on curves.
44. Length of railway belonging to other companies, measured as single track, not including sidings, &c., operated by this company, with description of same,	None.
45. Total length of single track, not including sidings, &c., operated by this company,	4,650 feet.

Miles Run, &c.

46. Total number of miles run during the year,	{ Not applicable to this railway, which is used for freight exclusively.
47. Average cost per mile run,	
48. Total number of passengers carried in the cars,	
49. Total number of round trips for the year,	
50. Average number of passengers per round trip,	
51. Rate of speed adopted, including stops,	{
52. Number of persons regularly employed by company,	
53. Rates of fare,	One.

Expenses Charged to Capital Account for the Year

54. Extension of tracks,	{ Nothing.
55. New horses,	
56. New cars and other vehicles,	
57. Land,	
58. Buildings,	
59. Total,	

Expenses of Operating the Railway.

60. Repairs of road-bed and tracks,	\$2 18
61. Repairs of cars and other vehicles, harness and horseshoeing,	-
62. Repairs of buildings,	-
63. Keeping good the stock of horses,	-
64. Wages and salaries of all persons employed, excepting president, treasurer and superintendent, and their clerks,	606 26

65. Provender,	-	-
66. United States taxes,	-	-
67. State taxes,	\$766	33
68. Local taxes,	-	-
69. Rent and tolls paid other companies for use of their roads, specifying amount to each, . . .	-	-
70. Amount paid other companies for use of bridges and ferries, specifying amount to each, . . .	-	-
71. Insurance,	-	-
72. Damages for injuries to persons,	-	-
73. General salaries and office expenses, and all other expenses except interest not included above,	982	10
74. Total expense of operating,		\$2,356 87
75. Per mile of single track operated, not including sidings, &c.,		2,676 18
76. Percentage of expenses to income, . . . . .	.69	

Revenue for the Year.

77. Received from passengers on railways operated by this company, and for tickets sold, . . .	} Nothing.	
78. Received from other railways as tolls or rent, specifying amount from each,		
79. Received for mails,		
80. Received for sales of manure,		
81. Total earnings [freights],		\$3,383 00
82. Income from other sources,		24 37
83. Total income,		3,407 37
84. Percentage of income to capital stock and debt, . . . . .	.04	
85. Percentage of income to total means expended in construction, equipment and purchase, . . .	.07	

Net Income, Dividends, &c.

86. Total net income above operating expenses, . . .		\$1,050 50
87. Percentage of net income to capital stock and debt, . . . . .	.014	
88. Percentage of net income to total means ex- pended in construction, equipment and pur- chase, . . . . .	.02	
89. Paid for interest,	Nothing.	
90. Paid in dividends, per cent. for the year, . . .	Nothing.	
91. Paid to sinking funds,	-	-
92. Balance for the year, or surplus,		1,050 50
93. Surplus at commencement of year,		1,331 61
94. Total surplus,		2,382 11
Invested as follows, viz.:—		
Cash and loans,*	28,672	77
Materials for repairs,	-	-
Other items,	-	-
95. Amount of unredeemed tickets at end of year, . . .	-	-

General Balance Sheet at last Closing of Accounts.

DR.

Cost of road,	\$48,193 04
Cost of equipment,	221 41
Cost of buildings,	294 89

* Including unexpended balance of capital, \$26,290.66.

Accounts receivable,	\$1,214 49
Notes receivable,	27,458 28
	<hr/>
	\$77,382 11

CR.

Capital stock,	\$75,000 00	
Income,	2,382 11	
	<hr/>	\$77,382 11

Name and Residence of Officers.

Henry L. Leach, *President*, Boston. Geo. F. Child, *Treasurer*, Boston. *Directors*.—Adams Ayer, Boston; Francis L. Bullard, Boston; Franklin D. Child, Boston.

Proper Address for the Company.

ALBANY STREET FREIGHT RAILWAY COMPANY,
552 HARRISON AVENUE, BOSTON.

H. L. LEACH,
GEO. F. CHILD,
ADAMS AYER,
F. L. BULLARD,
FRANK D. CHILD,

Directors of the Albany Street Freight Railway Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 8, 1872. Then personally appeared H. L. Leach, Geo. F. Child, Adams Ayer, F. L. Bullard and F. D. Child, and severally made oath to the truth of the foregoing statement by them subscribed.

GEO. E. BULLARD, *Justice of the Peace.*

REPORT

OF THE

BOSTON AND CHELSEA STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

[This railway is operated by the Lynn and Boston Railroad Company.]

Capital Stock and Debts.	
1. Capital stock authorized by charter,	\$300,000 00
2. Capital stock authorized by votes of company,	110,000 00
3. Capital stock paid in,	110,000 00
4. Capital stock paid in per mile of railway owned by company,	24,647 09
5. Capital stock issued (par value of shares \$50),	110,000 00
6. Funded debt, due , per cent. interest,	None.
7. Funded debt, due , per cent. interest,	
8. Funded debt, due , per cent. interest,	
9. Unfunded debt, incurred for construction, equipment or purchase,	
10. Total amount of debt,	
11. Amount of debt per mile of railway owned by company,	-
12. Amount of income expended in construction, equipment and purchase,	
13. Total means expended in construction, equipment and purchase,	110,000 00
14. Number of stockholders,	82
Cost of Railway.	
<i>Railways and Branches built by Company.</i>	
15. Grading and paving,	\$110,000 00
16. Track, including timber, rails, &c., and laying,	
17. Interest during construction, commissions, discounts, &c., allowed to contractors and others,	
18. Engineering, agencies, salaries and other expenses during construction,	
19. Total cost of construction,	110,000 00
20. Average per mile of single track built by company, not including sidings, &c.,	24,647 09
<i>Other Railways and Branches purchased.</i>	
21. , original cost , purchased at ,	None.
22. Total cost to this company of railways and branches purchased,	
23. Total cost to this company of all railways built and purchased,	
24. Average per mile of single track, not including sidings,	

Cost of Equipment.		
25. Number of horses , cost,	This company owns no equipment. That used is owned by the Lynn and Boston R. R. Co.	
26. Number of cars , cost,		
27. Number of other vehicles , cost,		
28. Land owned by company,		
29. Buildings owned by company,		
30. Other articles of equipment,		
31. Total cost of equipment,		
32. Average per mile of single track <i>operated</i> , not including sidings, &c.,		
33. Total cost of railway and equipment,		\$110,000 00
34. Amount of sinking funds on hand to meet debt,		None.
35. Property owned by company not needed for operating road,		None.
Description of Railway.		
36. Length of railway owned by company, with description of its several lines of track and branches, and length of each— [From near corner of Vine and Chelsea Streets, Charlestown, over Chelsea Bridge and Salem Turnpike to Lynn and Boston Railroad.]		
37. Length of railway laid with double track,		1.1935 miles.
38. Length of single track operated in one direction only,	-	-
39. Length of single track operated in both directions,		3.2699 miles.
40. Aggregate length of switches, sidings, &c., except main track and branches, . . . . .		.1662 miles.
41. Total length of track, measured as single track,		4.626
42. Total length of track paved,		2.900—all except bridge.
43. Weight of rail per yard, and description of rail,		56 lbs. Rolled iron.
44. Length of railway belonging to other companies, measured as single track, not including sidings, &c., operated by this company, with description of same,	-	-
45. Total length of single track, not including sidings, &c., operated by this company,		4.463 miles.
Miles Run, &c.		
46. Total number of miles run during the year,	Reported by Lynn and Boston Railroad Co.	
47. Average cost per mile run,		
48. Total number of passengers carried in the cars,		
49. Total number of round trips for the year,		
50. Average number of passengers per round trip,		
51. Rate of speed adopted, including stops,		
52. Number of persons regularly employed by company,		
53. Rates of fare,		
Expenses Charged to Capital Account for the Year.		
54. Extension of tracks,	None.	
55. New horses,		
56. New cars and other vehicles,		
57. Land,		
58. Buildings,		
59. Total,		
Expenses of Operating the Railway.		
60. Repairs of road-bed and track,	-	-
61. Repairs of cars and other vehicles, harness and horseshoeing,	-	-

62. Repairs of buildings,	-	-
63. Keeping good the stock of horses,	-	-
64. Wages and salaries of all persons employed, excepting president, treasurer and superintendent, and their clerks,	-	-
65. Provender,	-	-
66. United States taxes,	\$82 34	
67. State taxes,	1,044 74	
68. Local taxes,	-	-
69. Rent and tolls paid other companies for use of their roads, specifying amount to each,	None.	
70. Amount paid other companies for use of bridges and ferries, specifying amount to each,	None.	
71. Insurance,	None.	
72. Damages for injuries to persons,	None.	
73. General salaries and office expenses, and all other expenses except interest not included above [annual report],	20 00	
74. Total expenses of operating,		\$1,147 08
75. Per mile of single track operated, not including sidings, &c.,	-	-
76. Percentage of expenses to income,	-	-
Revenue for the Year.		
77. Received from passengers on railways operated by this company, and for tickets sold,	}	\$8,800 00
78. Received from other railways, as tolls or rent, specifying amount from each,		
79. Received for mails,		
80. Received for sales of manure,		
81. Total earnings,		
82. Income from other sources,	}	8,800 00
83. Total income,		
84. Percentage of income to capital stock and debt,	8 per cent.	
85. Percentage of income to total means expended in construction, equipment and purchase,	8 per cent.	
Net Income, Dividends, &c.		
86. Total net income above operating expenses,		7,652 92
87. Percentage of net income to capital stock and debt,		6.92 per cent.
88. Percentage of net income to total means expended in construction, equipment and purchase,		6.92 per cent.
89. Paid for interest,	Nothing.	
90. Paid in dividends 6.80 per cent. for the year,	\$7,480 00	
91. Paid to sinking funds,	Nothing.	
92. Balance for the year, or surplus,	-	-
93. Surplus at commencement of year,	-	-
94. Total surplus,		172 92
Invested as follows, viz. :—		
Cash and loans,	132 62	
Materials for repairs,	-	-
Other items,	-	-
95. Amount of unredeemed tickets at end of year,		None.

General Balance Sheet at last Closing of Accounts.

DR.	
Construction,	\$110,000 00
Cash,	132 62
	<hr/>
	\$110,132 62
CR.	
Capital stock,	\$110,000 00
Surplus,*	132 62
	<hr/>
	\$110,132 62

Name and Residence of Officers.

Directors.—Wm. W. Wheildon, Concord, Mass., *President*; Estes Howe, Cambridge; Jos. H. Converse, Boston; Reuben E. Demmon, Boston; T. Quincy Browne, Boston; J. W. Emery, Portsmouth, N. H. Geo. W. Palmer, Boston, *Treasurer and Secretary*.

Proper Address for the Company.

BOSTON AND CHELSEA RAILROAD COMPANY,
27 TREMONT ROW, BOSTON.

WM. W. WHEILDON,
ESTES HOWE,
J. H. CONVERSE,
R. E. DEMMON,
T. QUINCY BROWNE,

Directors of the Boston and Chelsea Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 5, 1872. Then personally appeared the within named R. E. Demmon and T. Quincy Browne, and severally made oath to the truth of the foregoing statement by them subscribed, to the best of their knowledge and belief.

S. F. WILKINS, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 5, 1872. Then personally appeared the within named William W. Wheildon, and made oath that the foregoing statement by him subscribed is true, to the best of his knowledge and belief.

CHARLES E. POWERS, *Justice of the Peace.*

* By the return on preceding page, surplus appears to be \$172.92 [Com.]

REPORT

OF THE

BOSTON & W. BROXBURY STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

[Operated by the Metropolitan Railroad Company.]

Capital Stock and Debts.

1. Capital stock authorized by charter,	\$130,000 00
2. Capital stock authorized by votes of company,	41,000 00
3. Capital stock paid in,	41,000 00
4. Capital stock paid in per mile of railway owned by company,	-
5. Capital stock issued (par value of shares),	41,000 00
6. Funded debt, due, per cent. interest,	} No debt.
7. Funded debt, due, per cent. interest,	
8. Funded debt, due, per cent. interest,	
9. Unfunded debt, incurred for construction, equipment or purchase,	
10. Total amount of debt,	}
11. Amount of debt per mile of railway owned by company,	
12. Amount of income expended in construction, equipment and purchase,	15,133 27
13. Total means expended in construction, equipment and purchase,	56,133 27
14. Number of stockholders,	13

Cost of Railway.

Railways and Branches built by Company.

15. Grading and paving,	-	-
16. Track, including timber, rails, &c., and laying,	-	-
17. Interest during construction, commissions, discounts, &c., allowed to contractors and others,	-	-
18. Engineering, agencies, salaries and other expenses during construction,	-	-
19. Total cost of construction,		\$56,133 27
20. Average per mile of single track built by company, not including sidings, &c.,	-	-

Other Railways and Branches purchased.

21., original cost, purchased at	None.	
22. Total cost to this company of railways and branches purchased,	-	-
23. Total cost to this company of all railways built and purchased,		56,133 27
24. Average per mile of single track, not including sidings,	-	-

Cost of Equipment.

25. Number of horses,, cost,	} No equipment owned by this company.
26. Number of cars, cost,	

27. Number of other vehicles	} No equipment owned by this company.
28. Land owned by company,	
29. Buildings owned by company,	
30. Other articles of equipment,	
31. Total cost of equipment,	
32. Average per mile of single track <i>operated</i> , not including sidings, &c.,	
33. Total length of railway and equipment,	
34. Amount of sinking funds on hand to meet debt,	}
35. Property owned by company not needed for operating road,	

Description of Railway.

36. Length of railway owned by company, with description of its several lines of track and branches, and length of each,	[This company now owns a single track between a point on Shawmut Avenue, and on the line separating Boston from West Roxbury, and a point on said avenue near the Forest Hills station of the Boston and Providence Railroad. The length of said track is about $1\frac{1}{4}$ miles. The remaining portion of the original track has been taken up, and the only road now owned by this company is that above stated, which is now operated by the Metropolitan Railroad Company.]	
37. Length of railway laid with double track,		
38. Length of single track operated in one direction only,		None.
39. Length of single track operated in both directions,		- -
40. Aggregate length of switches, sidings, &c., except main track and branches,		$1\frac{1}{4}$ miles (about).
41. Total length of track, measured as single track,		300 feet.
42. Total length of track paved,		About $1\frac{1}{4}$ miles.
43. Weight of rail per yard, and description of rail,		None.
44. Length of railway belonging to other companies, measured as single track, not including sidings, &c., operated by this company, with description of same,		{ 33 lbs. per yard; T rail, wrought iron.
45. Total length of single track, not including sidings, &c., operated by this company,		None.

Miles Run, &c.

46. Total number of miles run during the year,	}	No part of road operated by the Boston & West Roxbury R. R. Co. See returns of the Metropolitan R. R. Co.
47. Average cost per mile run,		
48. Total number of passengers carried in the cars,		
49. Total number of round trips for the year,		
50. Average number of passengers per round trip,		
51. Rate of speed adopted, including stops,		
52. Number of persons regularly employed by company,		
53. Rates of fare,		None.

Expenses Charged to Capital Account for the Year.

54. Extension of tracks,	}	None.
55. New horses,		
56. New cars and other vehicles,		
57. Land,		
58. Buildings,		
59. Total,		

Expenses of Operating the Railway.

60. Repairs of road-bed and tracks,
61. Repairs of cars and other vehicles, harness and horseshoeing,
62. Repairs of buildings,
63. Keeping good the stock of horses,
64. Wages and salaries of all persons employed, excepting president, treasurer and superintendent, and their clerks,
65. Provender,
66. United States taxes,
67. State taxes,
68. Local taxes,
69. Rent and tolls paid other companies for use of their roads, specifying amount to each,
70. Amount paid other companies for use of bridges and ferries, specifying amount to each,
71. Insurance,
72. Damages for injuries to persons,
73. General salaries and office expenses, and all other expenses except interest not included above,
74. Total expense of operating,
75. Per mile of single track operated, not including sidings, &c.,
76. Percentage of expenses to income,

See returns of Metropolitan R. R. Co.

Revenue for the Year.

77. Received from passengers on railways operated by this company, and for tickets sold,
78. Received from other railways as tolls or rent, specifying amount from each,
79. Received for mails,
80. Received for sales of manure,
81. Total earnings,
82. Income from other sources,
83. Total income,
84. Percentage of income to capital stock and debt,
85. Percentage of income to total means expended in construction, equipment and purchase,

The only revenue of this company is the amount paid by the Metropolitan R. R. Co. for rent, viz., \$2,500 per annum; from which this company pays the tax due the State, and the repairs of the road.

Net Income, Dividends, &c.

- | | |
|---------------------------------------------------------------------------------------------------------|------------|
| 86. Total net income above operating expenses, | \$2,500 00 |
| 87. Percentage of net income to capital stock and debt, | - - |
| 88. Percentage of net income to total means expended in construction, equipment and purchase, | - - |
| 89. Paid for interest, | - - |
| 90. Paid in dividends, 5 per cent. for the year [ending June 30, 1872], | \$2,050 00 |
| 91. Paid to sinking funds, | - - |
| 92. Balance for the year, or surplus, | 450 00 |
| 93. Surplus at commencement of year, | - - |
| 94. Total surplus, | - - |
| Invested as follows, viz.:— | |
| Cash and loans, | - - |
| Materials for repairs, | - - |
| Other items, | - - |
| 95. Amount of unredeemed tickets at end of year, | - - |

General Balance Sheet at last Closing of Accounts.

[Jan. 1, 1872.]

DR.

Capital stock,	\$41,000 00
Interest allowed on same to July 1, 1865,	2,598 75
Received for rails sold Metropolitan R. R. Co.,	6,509 38
Received for use of road from Metropolitan R. R. Co.,	16,429 30
	<hr/>
	\$66,537 43

CR.

Construction account,	\$56,133 27
Expense account from July 1, 1865, to Jan. 1, 1872,	6,650 38
Interest account from July 1, 1865, to Jan. 1, 1872,	1,526 33
Balance,	2,227 45
	<hr/>
	\$66,537 43

Name and Residence of Officers.

Benj. W. Thayer, *President*, Boston; James W. Rollins, *Treasurer and Clerk*, West Roxbury. *Directors*.—Benj. W. Thayer, Boston, Mass.; James W. Rollins, West Roxbury, Mass.; Wm. C. Hibbard, West Roxbury, Mass.; John Pearce, West Roxbury, Mass.; N. C. Munson, Shirley, Mass.; J. B. Read, Cambridge, Mass.; Noble H. Hill, Boston, Mass.

Proper Address for the Company.

BOSTON AND WEST ROXBURY RAILROAD COMPANY,
J. W. ROLLINS, TREASURER, No. 89 Washington St., Boston.

B. W. THAYER,
JOHN PEARCE,
JAMES W. ROLLINS,
WM. C. HIBBARD,

Directors of the Boston and West Roxbury Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 21, 1872. Then personally appeared B. W. Thayer, James W. Rollins, John Pearce and William C. Hibbard, and severally made oath to the truth of the foregoing statement by them subscribed.

CHAS. G. C. PLUMMER, *Justice of the Peace.*

REPORT

OF THE

CAMBRIDGE STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

[Operated by the Union Railway Company.]

Capital Stock and Debts.

1. Capital stock authorized by charter,	\$1,000,000 00
2. Capital stock authorized by votes of company,	740,900 00
3. Capital stock paid in,	740,900 00
4. Capital stock paid in per mile of railway owned by company,	25,996 49
5. Capital stock issued (par value of shares \$100),	740,900 00
6. Funded debt, due Jan. 1, 1881, 6 per cent. interest,	\$150,000 00*
7. Funded debt, due, per cent. interest,	- -
8. Funded debt, due, per cent. interest,	- -
9. Unfunded debt incurred for construction, equipment or purchase,	Nothing.
10. Total amount of debt,	150,000 00
11. Amount of debt per mile of railway owned by company,	5,263 16
12. Amount of income expended in construction, equipment and purchase,	Nothing.
13. Total means expended in construction, equipment and purchase,†	740,900 00
14. Number of stockholders,	522

Cost of Railway.*Railways and Branches built by Company.*

15. Grading and paving,	} This road was built by contract, and the books of the company do not show the details.
16. Track, including timber, rails, &c., and laying,	
17. Interest during construction, commissions, discounts, &c., allowed to contractors and others,	
18. Engineering, agencies, salaries and other expenses during construction,	
19. Total cost of construction,	
20. Average per mile of single track built by company, not including sidings, &c.,	

Other Railways and Branches purchased.

21., original cost, purchased at	}
22. Total cost to this company of railways and branches purchased,	
23. Total cost to this company of all railways built and purchased,†	
24. Average per mile of single track, not including sidings,	

\$740,900 00

26,168 65

* This debt is secured by a guarantee fund invested in U. S. bonds, which provides for its payment in full at maturity. It is only a nominal liability of the company.

† As the capital stock paid in is \$740,900, and the funded debt is \$150,000, it appears that the road must have cost \$890,900. [Com.]

Cost of Equipment.	
25. Number of horses , cost,	} Nothing.
26. Number of cars , cost,	
27. Number of other vehicles , cost,	
28. Land owned by company,	
29. Buildings owned by company,	
30. Other articles of equipment,	
31. Total cost of equipment,	
32. Average per mile of single track <i>operated</i> , not including sidings, &c.,	
33. Total cost of railway and equipment,	
34. Amount of sinking funds on hand to meet debt, [including guarantee fund],	
35. Property owned by company not needed for operating road,.	Nothing.
Description of Railway.	
36. Length of railway owned by the company, with description of its several lines of track and branches, and length of each,	28.312 miles.
37. Length of railway laid with double track,	4.321 mile.
38. Length of single track operated in one direction only,	-
39. Length of single track operated in both directions,	28.312 miles.
40. Aggregate length of switches, sidings, &c., except main track and branches, . . . . .	.880 mile.
41. Total length of track, measured as single track,	28.312 miles.
42. Total length of track paved,	All the main track is paved.
43. Weight of rail per yard, and description of rail,	33 to 64 lbs., wrought iron.
44. Length of railway belonging to other companies, measured as single track, not including sidings, &c., operated by this company, with description of same,	} This company does not operate any of its road; it is leased to the Union Railway Company.
45. Total length of single track, not including sidings, &c., operated by this company,	
Miles Run, &c.	
46. Total number of miles run during the year,	} See Union Railway Co.
47. Average cost per mile run,	
48. Total number of passengers carried in the cars,	
49. Total number of round trips for the year,	
50. Average number of passengers per round trip,	
51. Rate of speed adopted, including stops,	
52. Number of persons regularly employed by company,	
53. Rates of fare,	
Expenses Charged to Capital Account for the Year.	
54. Extension of tracks,	} Nothing.
55. New horses,	
56. New cars and other vehicles,	
57. Land,	
58. Buildings,	
59. Total,	
Expenses of Operating the Railway.	
60. Repairs of road-bed and tracks,	} Nothing.
61. Repairs of cars and other vehicles, harness and horseshoeing,	
62. Repairs of buildings,	
63. Keeping good the stock of horses,	
64. Wages and salaries of all persons employed, excepting president, treasurer and superintendent, and their clerks,	

65. Provender,	} Nothing.	
66. United States taxes,		
67. State taxes,		
68. Local taxes,		
69. Rent and toll paid other companies for use of their roads, specifying amount to each,		
70. Amount paid other companies for use of bridges and ferries, specifying amount to each,		
71. Insurance,		
72. Damages for injuries to persons,		
73. General salaries and office expenses, and all other expenses except interest not included above,		
74. Total expense of operating,		
75. Per mile of single track operated, not including sidings, &c.		
76. Percentage of expenses to income,		
Revenue for the Year.		
77. Received from passengers on railways operated by this company, and for tickets sold,	Nothing.	
78. Received from other railways as tolls or rent, specifying amount from each,	\$66,681 (from Union R. Co.)	
79. Received for mails,	Nothing.	
80. Received for sales of manure,	Nothing.	
81. Total earnings,		\$66,681 00
82. Income from other sources,		3,000 00
83. Total income,		69,681 00
84. Percentage of income to capital stock and debt,	-	-
85. Percentage of income to total means expended in construction, equipment and purchase,	-	-
Net Income, Dividends, &c.		
86. Total net income above operating expenses,		\$69,681 00
87. Percentage of net income to capital stock and debt,	-	-
88. Percentage of net income to total means expended in construction, equipment and purchase,	-	-
89. Paid for interest,	Nothing.	
90. Paid in dividends, 9 per cent for the year,	\$66,681 00	
91. Paid to sinking funds,	3,000 00*	
92. Balance for the year, or surplus,		Nothing.
93. Surplus at commencement of year,		Nothing.
94. Total surplus,		Nothing.
Invested as follows, viz. :—		
Cash and loans,	} Nothing.	
Materials for repairs,		
Other items,		
95. Amount of unredeemed tickets at end of year,		Nothing.

General Balance Sheet at last Closing of Accounts.

DR.

Construction,	\$740,900 00
Guarantee fund,	150,000 00
	<hr/>
	\$890,900 00

CR.

Capital stock,	\$740,900 00
Mortgage bonds,	150,000 00
	<hr/>
	\$890,900 00

* See note relating to sinking and guarantee funds, p. 439.

List of Accidents in Massachusetts.

[See Union Railway Company.]

Statement of each Accident.

[See Union Railway Company.]

Name and Residence of Officers.

Reuben E. Demmon, *President*, Boston; Estes Howe, *Treasurer*, Cambridge; Frederick T. Stevens, *Secretary and Clerk*, Cambridge. *Directors*.—Reuben E. Demmon, Boston; Caleb C. Allen, Cambridge; William A. Saunders, Cambridge; Joseph H. Tyler, Winchester; Estes Howe, Cambridge.

Proper Address for the Company.

CAMBRIDGE RAILROAD COMPANY, CAMBRIDGE, MASS.

R. E. DEMMON,
ESTES HOWE,
W. A. SAUNDERS,

Directors of the Cambridge Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, November 16, 1872. Then personally appeared Reuben E. Demmon, William A. Saunders and Estes Howe, and severally made oath to the truth of the foregoing statement by them subscribed.

J. H. CONVERSE, *Justice of the Peace.*

REPORT

OF THE

HIGHLAND STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts.	
1. Capital stock authorized by charter,	\$350,000 00
2. Capital stock authorized by votes of company,	200,000 00
3. Capital stock paid in,	192,000 00
4. Capital stock paid in per mile of railway owned by company,	- -
5. Capital stock issued (par value of shares),	100 00
6. Funded debt, due, per cent. interest,	- -
7. Funded debt, due, per cent. interest,	- -
8. Funded debt, due, per cent. interest,	- -
9. Unfunded debt, incurred for construction, equipment or purchase,	- -
10. Total amount of debt,	- -
11. Amount of debt per mile of railway owned by company,	- -
12. Amount of income expended in construction, equipment and purchase,	- -
13. Total means expended in construction, equipment and purchase,	- -
14. Number of stockholders,	- -
[This railway, at date of report, was in process construction.]	

Name and Residence of Officers.

Moody Merrill, *President*, Boston; Samuel Little, *Treasurer*, Boston; J. E. Rugg, *Superintendent*, Boston. *Directors*.—Donald Kennedy, Boston; Solomon S. Rowe, Boston; Jacob Pfaff, Boston; Joseph H. Chadwick, Boston; Edward Thompson, Boston; Chas. J. Hayden, Boston; Moody Merrill, Boston; Samuel Little, Boston.

Proper Address for the Company.

HIGHLAND STREET RAILROAD COMPANY,
146 DUDLEY STREET, BOSTON HIGHLANDS.

DONALD KENNEDY,
SOLOMON S. ROWE,
CHAS. J. HAYDEN,
SAMUEL LITTLE,
MOODY MERRILL,
JACOB PFAFF,
EDWARD THOMPSON,

Directors of the Highland Street Railway Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. November 14, 1872. Then personally appeared Donald Kennedy, Solomon S. Rowe, Samuel Little, Moody Merrill and Charles J. Hayden, and severally made oath to the truth of the foregoing statement by them subscribed.

THOS. WM. CLARKE, *Justice of the Peace.*

R E P O R T

OF THE

LOWELL HORSE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts.

1. Capital stock authorized by charter,	\$100,000 00
2. Capital stock authorized by votes of company,	100,000 00
3. Capital stock paid in,	56,000 00
4. Capital stock paid in per mile of railway owned by company,	13,892 33+
5. Capital stock issued (par value of shares),	- -
6. Funded debt, due, per cent. interest,	- -
7. Funded debt, due, per cent. interest,	- -
8. Funded debt, due, per cent. interest,	- -
9. Unfunded debt, incurred for construction, equipment or purchase,	\$3,500 00
10. Total amount of debt,	3,500 00
11. Amount of debt per mile of railway owned by company,	868 27+
12. Amount of income expended in construction, equipment and purchase,	22,203 71
13. Total means expended in construction, equipment and purchase,	78,203 71
14. Number of stockholders,	65

Cost of Railway.

Railways and Branches built by Company.

15. Grading and paving,	\$11,902 57
16. Track, including timber, rails, &c., and laying,	37,211 15
17. Interest during construction, commissions, discounts, &c., allowed to contractors and others,	69 97
18. Engineering, agencies, salaries and other expenses during construction,	168 30
19. Total cost of construction,	\$49,349 99
20. Average per mile of single track built by company, not including sidings, &c.,	12,935 77

Other Railways and Branches purchased.

21., original cost, purchased at	} None.
22. Total cost to this company of railways and branches purchased,	
23. Total cost to this company of all railways built and purchased,	
24. Average per mile of single track, not including sidings,	
	49,349 99
	12,891 21

Cost of Equipment.

25. Number of horses 55, cost,	\$8,002 80
26. Number of cars 13, cost,	11,302 89
27. Number of other vehicles 9, cost,	2,603 75

28. Land owned by company,	\$4,000 00	
29. Buildings owned by company,	4,290 57	
30. Other articles of equipment,	2,153 71	
31. Total cost of equipment,		\$32,353 72
32. Average per mile of single track <i>operated</i> , not including sidings, &c.,		8,480 66
33. Total cost of railway and equipment,		81,703 71
34. Amount of sinking funds on hand to meet debt,		None.
35. Property owned by company not needed for operating road,		None.

Description of Railway.

36. Length of railway owned by company, with description of its several lines of track and branches, and length of each,		3.815 miles.
[Belvidere to Pawtucket Falls,]	1.824 miles.	} 3.815 miles.
[Post-office to Bleachery,]	1.263 miles.	
[Middlesex Street branch,]	0.728 mile.	
37. Length of railway laid with double track,	None.	
38. Length of single track operated in one direction only,	None.	
39. Length of single track operated in both directions,	3.815 miles.	
40. Aggregate length of switches, sidings, &c., except main track and branches,	0.216 mile.	
41. Total length of track, measured as single track,		4.026 miles.
42. Total length of track paved,	{ 2.8 miles full-paved; rest side-paved.	
43. Weight of rail per yard, and description of rail,	28½ and 33 lbs.; flat, rolled.	
44. Length of railway belonging to other companies, measured as single track, not including sidings, &c., operated by this company, with description of same,		None.
45. Total length of single track, not including sidings, &c., operated by this company,		3.815 miles.

Miles Run, &c.

46. Total number of miles run during the year,		128,622
47. Average cost per mile run,	24.75 cents.	
48. Total number of passengers carried in the cars,		601,665
49. Total number of round trips for the year,		18,137
50. Average number of passengers per round trip,	33.17	
51. Rate of speed adopted, including stops,	5 miles an hour.	
52. Number of persons regularly employed by company,		25
53. Rates of fare,	-	-
[Full fare, 6 cents; children and teachers, 4 cents; tickets for adults, 5 cents.]		

Expenses Charged to Capital Account for the Year.

54. Extension of tracks,	-	-
55. New horses,	-	-
56. New cars and other vehicles,	\$1,839 00	
57. Land,	-	-
58. Buildings,	960 57	
59. Total,		\$2,799 57

Expenses of Operating the Railway.

60. Repairs of road-bed and track,	\$594 77
61. Repairs of cars and other vehicles, harness and horseshoeing,	2,181 60
62. Repairs of buildings,	298 06
63. Keeping good the stock of horses,	1,620 20

64. Wages and salaries of all persons employed, excepting president, treasurer and superintendent, and their clerks,	\$11,308 44	
65. Provender,	10,333 85	
66. United States taxes	-	-
67. State taxes,	230 68	
68. Local taxes,	71 50	
69. Rent and tolls paid other companies for use of their roads, specifying amount to each,	-	-
70. Amount paid other companies for use of bridges and ferries, specifying amount to each,	-	-
71. Insurance,	678 91	
72. Damages for injuries to persons,	-	-
73. General salaries and office expenses, and all other expenses except interest not included above,	4,522 90	
74. Total expense of operating,		\$31,840 91
75. Per mile of single track operated, not including sidings, &c.,	-	-
76. Percentage of expenses to income,		91+
Revenue for the Year.		
77. Received from passengers on railways operated by this company, and for tickets sold,	\$34,108 93	
78. Received from other railways, as tolls or rent, specifying amount from each,	-	-
79. Received for mails,	-	-
80. Received for sales of manure,	521 19	
81. Total earnings,		\$34,630 12
82. Income from other sources,		348 86
83. Total income,		34,978 98
84. Percentage of income to capital stock and debt,	-	-
85. Percentage of income to total means expended in construction, equipment and purchase,		44.7
Net Income, Dividends, &c.		
86. Total net income above operating expenses,		\$3,138 07
87. Percentage of net income to capital stock and debt,	-	-
88. Percentage of net income to total means expended in construction, equipment and purchase,		4.01
89. Paid for interest,	\$346 09	
90. Paid in dividends, per cent. for the year,	Nothing.	
91. Paid to sinking funds,	Nothing.	
92. Balance for the year, or surplus,		2,791 98
93. Surplus at commencement of year,		19,788 49
94. Total surplus,		22,580 47
Invested as follows, viz.:—		
Cash and loans,	-	-
Materials for repairs,	376 76	
Other items,	22,203 71	
95. Amount of unredeemed tickets at end of year, [estimated],		260 00

General Balance Sheet at last Closing of Accounts.

DR.

Capital paid in on assessments,	\$56,000 00
Surplus,	22,580 47
Debt,	3,500 00
	<hr/>
	\$82,080 47

CR.

Cost of railway and equipment, \$81,703 71
 Materials for repairs on hand, 376 76

 \$82,080 47

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCON- DUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . .	-	-	-	-	-	-
Employés, . . .	-	-	-	-	-	-
Others, . . .	-	-	-	-	-	-

Statement of each Accident.

[None known to the Directors.]

Name and Residence of Officers.

Wm. E. Livingston, *President*, Lowell; Robert Wood, *Vice President*, Lowell; John A. Goodwin, *Treasurer and Clerk*, Lowell; Robert Cunningham, *Superintendent*, Lowell. *Directors*.—Wm. E. Livingston, Lowell; Robert Wood, Lowell; John A. Goodwin, Lowell; Albert Wheeler, Lowell; George N. Kennedy, Syracuse, N. Y.; E. P. Hopkins, Syracuse, N. Y.; Joel Thayer, Skaneateles.

Proper Address for the Company.

THE LOWELL HORSE RAILROAD COMPANY, LOWELL, MASS.

WM. E. LIVINGSTON,
 ROBT WOOD,
 ALBERT WHEELER,
 JOHN A. GOODWIN,

Majority of the Directors of the Lowell Horse Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, SS. March 7, 1873. Then personally appeared William E. Livingston, Robert Wood, Albert Wheeler and John A. Goodwin, and severally made oath to the truth of the foregoing statemeni by them subscribed.

JONA. LADD, *Justice of the Peace.*

REPORT

OF THE

LYNN AND BOSTON STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts.

1. Capital stock authorized by charter,	\$200,000 00
2. Capital stock authorized by votes of company,	200,000 00
3. Capital stock paid in,	200,000 00
4. Capital stock paid in per mile of railway owned by company [\$200,000 divided by 12½],	16,000 00
5. Capital stock issued (par value of shares \$100),	200,000 00
6. Funded debt, due January 1, 1885, 6 per cent. interest,*	\$50,000 00
7. Funded debt, due per cent. interest,	- -
8. Funded debt, due per cent. interest,	- -
9. Unfunded debt, incurred for construction, equipment or purchase,†	1,520 00
10. Total amount of debt [bonds and floating, exclusive of sinking fund],	93,697 27
11. Amount of debt per mile of railway owned by company,	7,495 78
12. Amount of income expended in construction, equipment and purchase,	27,581 16
13. Total means expended in construction, equipment and purchase,	277,581 16
14. Number of stockholders,	116

Cost of Railway.

Railways and Branches built by Company.

15. Grading and paving,	} Contracts were made at various times during construction, embracing all these items, and separation is impossible.	
16. Track, including timber, rails, &c., and laying,		
17. Interest during construction, commissions, discounts, &c., allowed to contractors and others,		
18. Engineering, agencies, salaries and other expenses during construction,		
19. Total cost of construction,		\$170,832 68
20. Average per mile of single track, built by company, not including sidings, &c.,‡	-	-

Other Railways and Branches purchased.

21. , original cost , purchased at	} None purchased.	
22. Total cost to this company of railways and branches purchased,		
23. Total cost to this company of all railways built and purchased [none purchased],		170,832 68
24. Average per mile of single track, not including sidings,		- -

* Sinking fund, reducing this, on following page.

† For land; everything else charged expenses.

‡ As the contracts for building the track included sidings, the cost exclusive of these can only be estimated.

Cost of Equipment.

25. Number of horses 235, cost,	\$31,725 00	
26. Number of cars 35, cost,	30,300 00	
27. Number of other vehicles, cost,	5,530 00	
28. Land owned by company,	} 27,910 00*	
29. Buildings owned by company,		
30. Other articles of equipment,		
31. Total cost of equipment,	11,283 48	\$106,748 48
32. Average per mile of single track <i>operated</i> , not including sidings, &c. [including two leased roads (as below) both equal to about 4.42+ miles, measured as single track, and operated at cost of \$106,748.48, divided by 15.17+ miles for all three roads, gives]		7,036 81
33. Total cost of railway and equipment,		277,581 16
34. Amount of sinking funds on hand to meet debt,		11,500 00
35. Property owned by company not needed for operating road,		None.

Description of Railway.

36. Length of railway owned by company, with description of its several lines of track and branches, and length of each,		10.75 miles.
[Lynn and Boston,]	9.75	
[Chelsea Beach Branch,]	1	
37. Length of railway laid with double track,	None.	
38. Length of single track operated in one direction only,	None.	
39. Length of single track operated in both directions,	10.75 miles.	
40. Aggregate length of switches, sidings, &c., except main track and branches, . . . . .	.87 mile.	
41. Total length of track, measured as single track,	11.62 miles.	
42. Total length of track paved,	About .75 mile.	
43. Weight of rail per yard, and description of rail,	{ One quarter, 45 lbs., and three-quarters, 25 lbs., per yard; rolled iron.	
44. Length of railway belonging to other companies, measured as single track, not including sidings, &c., operated by this company, with description of same,		
[Boston and Chelsea,]	2.17 miles.	4.42 miles.
[Winnisimmet,]	2.25 miles.	
45. Total length of single track, not including sidings, &c., operated by this company,		15.17+ miles.

Miles Run, &c.

46. Total number of miles run during the year,	488,460
47. Average cost per mile run,	36.89 cents.
48. Total number of passengers carried in the cars,	2,344,795
49. Total number of round trips for the year,	39,118
50. Average number of passengers per round trip,	59.94
51. Rate of speed adopted, including stops,	6 miles per hour.
52. Number of persons regularly employed by company,	102
53. Rates of fare,	From 4 to 25 cents.

Expenses Charged to Capital Account for the Year

54. Extension of tracks,	Nothing.
55. New horses,	\$270 00

* For both, as a large part of the land and buildings were purchased for a round sum, without separation of value.

56. New cars and other vehicles,	Nothing.	
57. Land,	Nothing.	
58. Buildings,	Nothing.	
59. Total,		\$270 00

Expenses of Operating the Railway.

60. Repairs of road-bed and tracks,	\$19,233 41	
61. Repairs of cars and other vehicles, harness and horseshoeing,	18,951 61	
62. Repairs of buildings,	2,349 49	
63. Keeping good the stock of horses,	10,202 00	
64. Wages and salaries of all persons employed, excepting president, treasurer and superintendent, and their clerks,	50,897 63	
65. Provender,	34,304 04	
66. United States taxes,	269 17	
67. State taxes,	Nothing.	
68. Local taxes,	426 46	
69. Rent and tolls paid other companies for use of their roads, specifying amount to each,	18,838 65	
[Boston and Chelsea, \$8,800 00]		
[Winnisimmet, 3,600 00]		
[Middlesex, 5,587 40]		
[Metropolitan, 253 21]		
70. Amount paid other companies for use of bridges and ferries, specifying amount to each,	Nothing.	
[Interest, considered and charged as item of expense,]	4,422 71	
71. Insurance,	1,076 63	
72. Damages for injuries to persons [and property],	233 00	
73. General salaries and office expenses, and all other expenses except interest not included above [but including \$9,481.38 repairs upon roads leased,—claimed from lessors, but not yet allowed],	19,077 56	
74. Total expenses of operating,		\$180,212 36
75. Per mile of single track operated, not including sidings, &c. [15.17+ miles, including leased roads, as in No. 44],		11,87
76. Percentage of expenses to income, . . . . .	.9859+	

Revenue for the Year.

77. Received from passengers on railways operated by this company, and for tickets [redeemed, the pay for others not entered as earnings until redeemed],	\$180,630 34	
78. Received from other railways as tolls or rent, specifying amount from each,	Nothing.	
79. Received for mails,	50 00	
80. Received for sales of manure,	1,438 96	
81. Total earnings,		182,119 30
82. Income from other sources,		655 00
83. Total income,		182,774 30
84. Percentage of income to capital stock and debt, . . . . .	.6223+	
85. Percentage of income to total means expended in construction, equipment and purchase, . . . . .	.6584+	

Net Income, Dividends, &c.

86. Total net income above operating expenses,		\$2,561 94
87. Percentage of net income to capital stock and debt, . . . . .	.0087+	
88. Percentage of net income to total means expended in construction, equipment and purchase, . . . . .	.0092+	

89. Paid for interest [included and charged in expenses; see No. 70],	-	
90. Paid in dividends, per cent. for the year,	Nothing.	
91. Paid to sinking funds,	\$1,000 00	
92. Balance for the year, or surplus,		\$2,561 94
93. Surplus at commencement of year,		9,225 20
94. Total surplus,		11,787 14
Invested as follows, viz.:—		
Cash and loans [against notes and bills payable],	11,951 78	
Materials for repairs,	All charged expenses.	
Other items,	-	
95. Amount of unredeemed tickets at end of year,		3,084 46

General Balance Sheet at last Closing of Accounts.

DR.

Construction,	\$170,832 68
Equipment—	
Real estate,	\$27,910 00
Horses,	31,725 00
General,	47,113 48
	<hr/>
	106,748 48
Sinking fund,	11,500 00
Cash,	11,951 78
Bills receivable,	4,451 47
	<hr/>
	\$305,484 41

CR.

Capital stock,	\$200,000 00
Bonds,	50,000 00
Notes payable,	17,870 00
Bills payable,	22,742 81
Tickets outstanding,	3,084 46
	<hr/>
	\$293,697 27
By profit and loss,	11,787 14
	<hr/>
	\$305,484 41

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	5	-	5
Employés,	-	-	-	1	-	1
Others,	-	-	-	2	-	2

Statement of each Accident.

October 9, 1871.—A man fell from the front platform of a car in motion, and was run over; died at the Massachusetts General Hospital, October 22, 1871.

October 28.—A passenger was slightly injured on the arm by two cars colliding.

April 19, 1872.—A small child playing in the street, ran against the horses attached to a car; received a few bruises.

June 1.—A woman left a car before it could be stopped; fell, and was somewhat injured.

July 2.—A man tumbled off the front steps of a car, where he persisted in riding, notwithstanding he was told by conductor to go inside, and was run over,—carried to city hospital, where he died July 30, 1872.

September 8.—A pair of runaway horses collided with a car moving in opposite direction, injuring the driver of the car and a passenger slightly.

September 28.—A small boy, while playing in the street, attempted to run with a car by taking hold of the same under the windows; fell, and his foot was slightly injured by the car-wheel.

Name and Residence of Officers.

Isaac Stebbins, *President*, Charlestown; E. F. Oliver, *Clerk and Treasurer*, Boston. *Directors*.—I. Stebbins, Charlestown; E. Rugg, Chelsea; Benjamin H. Dewing, Revere; A. A. Breed, Lynn; Mark Healy, Lynn; A. Pickering, Boston; Wm. Sprague, Boston; John Reed, Boston; E. F. Oliver, Boston; Benj. P. Winslow, West Roxbury; Thos. P. Proctor, West Roxbury.

Proper Address for the Company.

LYNN AND BOSTON RAILROAD COMPANY, BOSTON, MASS.
OFFICE, NO. 73 CORNHILL.

BENJ'N P. WINSLOW,
WM. SPRAGUE,
THOS. P. PROCTOR,
ARTHUR PICKERING,
JOHN REED,
E. F. OLIVER,

A Majority of the Directors of the Lynn and Boston Railway Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 18, 1872. Then personally appeared Benj. P. Winslow, Wm. Sprague, Thos. P. Proctor, E. F. Oliver, and severally made oath to the truth of the foregoing statement by them subscribed.

D. H. COOLIDGE, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 18, 1872. Then personally appeared John Reed, and made oath to the truth of the foregoing statement by him subscribed.

E. P. NETTLETON, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS,

SUFFOLK, ss. November 18, 1872. Then personally appeared Arthur Pickering, and made oath to the truth of the foregoing statement by him subscribed.

JAMES S. LEWIS, *Justice of the Peace.*

R E P O R T

OF THE

MALDEN AND MELROSE STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

[Operated by the Middlesex Railroad Company.]

Capital Stock and Debts.

1. Capital stock authorized by charter,		\$200,000 00
2. Capital stock authorized by votes of company,		165,000 00
3. Capital stock paid in,*		165,000 00
4. Capital stock paid in per mile of railway owned by company,	—	—
5. Capital stock issued (par value of shares),	—	—
6. Funded debt, due 1884, per cent. interest,	\$15,000 00	
7. Funded debt, due per cent. interest,	60,000 00	
8. Funded debt, due per cent. interest,	—	—
9. Unfunded debt, incurred for construction, equipment or purchase,	—	—
10. Total amount of debt,		175,000 00
11. Amount of debt per mile of railway owned by company,	—	—
12. Amount of income expended in construction, equipment and purchase,	—	—
13. Total means expended in construction, equipment and purchase,		None.
14. Number of stockholders,	—	—

Cost of Railway.

Railways and Branches built by Company.

15. Grading and paving,	—	—
16. Track, including timber, rails, &c., and laying,	—	—
17. Interest during construction, commissions, discounts, &c., allowed to contractors and others,	—	—
18. Engineering, agencies, salaries and other expenses during construction,	—	—
19. Total cost of construction,†		\$60,246 48
20. Average per mile of single track built by company, not including sidings, &c.,	—	—

Other Railways and Branches purchased.

21. , original cost , purchased at	—	—
22. Total cost to this company of railways and branches purchased,		None.
23. Total cost to this company of all railways built and purchased,	—	—
24. Average per mile of single track, not including sidings,	—	—

* Corrected after the abstract was printed.

† Payments of interest, and also the sinking fund, are made by the Middlesex Railroad Company, lessees of road. \$60,000, on property sold the Middlesex R. R. Co.

‡ The treasurer is unable to account for the difference between the cost of road and the amount of stock and debt. [Com.]

Cost of Equipment.

- | | | |
|----------------------------------------------------------------------------------------------|---|-----------------------------------------|
| 25. Number of horses, cost, | } | Road operated by Middlesex Railroad Co. |
| 26. Number of cars, cost, | | |
| 27. Number of other vehicles, cost, | | |
| 28. Land owned by company, | | |
| 29. Buildings owned by company, | | |
| 30. Other articles of equipment, | | |
| 31. Total cost of equipment, | | |
| 32. Average per mile of single track <i>operated</i> , not including sidings, &c., | | |
| 33. Total cost of railway and equipment, | | |
| 34. Amount of sinking funds on hand to meet debt, | | |
| 35. Property owned by company not needed for operating road, | | |

Description of Railway.

- | | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|---------------------------------|
| 36. Length of railway owned by company, with description of its several lines of track and branches, and length of each, | | 19,006 feet. |
| 37. Length of railway laid with double track, | - | - |
| 38. Length of single track operated in one direction only, | - | - |
| 39. Length of single track operated in both directions, | - | - |
| 40. Aggregate length of switches, sidings, &c., except main track and branches, | - | - |
| 41. Total length of track, measured as single track, | - | - |
| 42. Total length of track paved, | - | - |
| 43. Weight of rail per yard, and description of rail, | { | Rolled iron. 33, 45 and 56 lbs. |
| 44. Length of railway belonging to other companies, measured as single track, not including sidings, &c., operated by this company, with description of same, | - | - |
| 45. Total length of single track, not including sidings, &c., operated by this company, | - | - |

Miles Run, &c.

[Included in report of Middlesex Railroad Co.]

Expenses Charged to Capital Account for the Year.

[None.]

Expenses of Operating the Railway.

[Paid by Middlesex Railroad Company.]

Revenue for the Year.

[Nothing received by this company.]

Net Income, Dividends, &c.

[No income, and no dividends paid.]

NOTE.—The road owned by this company was leased to the Middlesex Railroad Company for the term of fifty years from the date of its charter. The lessees were to pay the interest on the mortgage bonds, and pay the bonds at maturity; and after deducting from the net profits of running their road, together with the several roads they operate, the sum of nine per cent. per annum, then to pay the balance of said net profits to this company until the

same shall equal an annual dividend of eight per cent. on 1,655 shares of its capital stock. Nothing has been paid to the company under this lease.. The road is now in possession of the Middlesex Railroad Company under a second mortgage. [Com.

Name and Residence of Officers.

Directors.—Wm. J. Eames, Malden; John E. M. Gilley, Chelsea; James H. McFarland, Boston.

Proper Address for the Company.

JOHN E. M. GILLEY, TREASURER MALDEN & MELROSE R. R. CO.,
No. 2 OLD STATE HOUSE, BOSTON, MASS.

JOHN E. M. GILLEY,
JAS. H. MCFARLAND,
Directors of the Malden and Melrose Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, October 15, 1872. Then personally appeared John E. M. Gilley and James H. McFarland, Directors of the Malden and Melrose Railroad Company, and severally made oath to the truth of the foregoing statement by them subscribed.

JAMES H. REED, *Justice of the Peace.*

R E P O R T

OF THE

MEDFORD & CHARLESTOWN STREET RAILWAY CO.,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

[Operated by the Middlesex Railroad Company.]

Capital Stock and Debts.

1. Capital stock authorized by charter,		\$200,000 00
2. Capital stock authorized by votes of company,		25,000 00
3. Capital stock paid in,		21,000 00
4. Capital stock paid in per mile of railway owned by company,		6,926 94
5. Capital stock issued (par value of shares \$50),		21,000 00
6. Funded debt, due 1870, 6 per cent. interest,	\$4,000 00	
7. Funded debt, due per cent. interest,	-	-
8. Funded debt, due per cent. interest,	-	-
9. Unfunded debt, incurred for construction, equipment or purchase,	-	-
10. Total amount of debt,	4,000 00	
11. Amount of debt per mile of railway owned by company,		1,259 44
12. Amount of income expended in construction, equipment and purchase,		9,600 00
13. Total means expended in construction, equipment and purchase,		34,600 00
14. Number of stockholders,	-	-

Cost of Railway.*Railways and Branches built by Company.*

15. Grading and paving,	-	-
16. Track, including timber, rails, &c., and laying,	-	-
17. Interest during construction, commissions, discounts, &c., allowed to contractors and others,	-	-
18. Engineering, agencies, salaries and other expenses during construction,	-	-
19. Total cost of construction,		\$22,600 00
20. Average per mile of single track built by company, not including sidings, &c.,		11,746 34

Other Railways and Branches purchased.

21. Somerville R. R., on Broadway, Somerville, original cost, purchased at	\$12,00000	
22. Total cost to this company of railways and branches purchased,		12,000 00
23. Total cost to this company of all railways built and purchased,		34,600 00
24. Average per mile of single track, not including sidings,		10,894 17

Cost of Equipment.

[No equipment; road operated by the Middlesex R. R. Company.]

Description of Railway.

36. Length of railway owned by company, with description of its several lines of track and branches, and length of each,	3.176 miles.
[Somerville Railroad, on Broadway, in Somerville, extending from track of Middlesex Railroad at Charlestown Neck to the top of Winter Hill,]	1.252 miles.
[Medford and Charlestown Railroad, on Main Street, in Somerville, and Main and Salem Streets, in Medford, extending from Winter Hill to stables on Salem Street, Medford,] . .	1.924 miles.
37. Length of railway laid with double track,	- -
38. Length of single track operated in one direction only,	- -
39. Length of single track operated in both directions,	3.176 miles.
40. Aggregate length of switches, sidings, &c., except main track and branches, . . . . .	.281 mile.
41. Total length of track, measured as single track,	3.457 miles.
42. Total length of track paved, . . . . .	.359 mile.
43. Weight of rail per yard, and description of rail,	{ T rail, 28 lbs. per yard; T rail, 33 lbs. per yard; St. rail, 45 lbs. per yard; St. rail, 30 lbs per yard; all wrought iron.
44. Length of railway belonging to other companies, measured as single track, not including sidings, &c., operated by this company, with description of same,	None.
45. Total length of single track, not including sidings, &c., operated by this company,	None.

Miles Run, &c.

[Reported in the annual returns of the Middlesex R. R. Company.]

Expenses Charged to Capital Account for the Year.

[Equipped and run by the Middlesex R. R. Co.]

Expenses of Operating the Railway.*

60. Repairs of road-bed and tracks,	-	-
61. Repairs of cars and other vehicles, harness and horseshoeing,	-	-
62. Repairs of buildings,	-	-
63. Keeping good the stock of horses,	-	-
64. Wages and salaries of all persons employed, excepting president, treasurer and superintendent, and their clerks,	-	-
65. Provender,	-	-
66. United States taxes,	-	-
67. State taxes,	\$31	16
68. Local taxes,	-	-
69. Rent and tolls paid other companies for use of their roads, specifying amount to each,	-	-
70. Amount paid other companies for use of bridges and ferries, specifying amount to each,	-	-
71. Insurance,	-	-
72. Damages for injuries to persons,	-	-
73. General salaries and office expenses, and all other expenses except interest not included above,	322	50

* The Medford and Charlestown Railroad is equipped and run by the Middlesex Railroad Company, at an annual rental of \$2,240.

74. Total expense of operating,		\$353 66
75. Per mile of single track operated, not including sidings, &c.,	-	-
76. Percentage of expenses to income,	-	-
Revenue for the Year.		
77. Received from passengers on railways operated by this company, and for tickets sold,	-	-
78. Received from other railways as tolls or rent, specifying amount from each,	\$2,240 from the Middlesex R. R. Co.	
79. Received for mails,	-	-
80. Received for sales of manure,	-	-
81. Total earnings,		\$2,240 00
82. Income from other sources,	-	-
83. Total income,	-	-
84. Percentage of income to capital stock and debt,	-	-
85. Percentage of income to total means expended in construction, equipment and purchase,	-	-
Net Income, Dividends, &c.		
86. Total net income above operating expenses,		\$1,886 34
87. Percentage of net income to capital stock and debt,	-	-
88. Percentage of net income to total means expended in construction, equipment and purchase,	-	-
89. Paid for interest,	\$360 00	
90. Paid in dividends, per cent. for the year,	-	-
91. Paid to sinking funds,	-	-
92. Balance for the year, or surplus,	1,526 34	
93. Surplus at commencement of year,	11,810 21	
94. Total surplus,*	13,336 55	
Invested as follows, viz.:—		
Cash and loans,	3,736 55	
Materials for repairs,	-	-
Other items,	-	-
95. Amount of unredeemed tickets at end of year,	-	-

General Balance Sheet at last Closing of Accounts.

DR.

Construction,	\$34,600 00
Cash,	3,736 55
	<hr/>
	\$38,336 55

CR.

Capital stock,	\$21,000 00
Income to construction,	9,600 00
Bonds outstanding now due,	4,000 00
Profit and loss,	3,736 55
	<hr/>
	\$38,336 55

List of Accidents in Massachusetts.

[Reported by the Middlesex R. R. Co.]

* Corrected after abstract was printed.

Name and Residence of Officers.

Directors.—Luther Farwell, *President*, James O. Curtis, Charles Cummings, *Clerk*, Daniel W. Lawrence and George B. Green, all of Medford, Mass. Luther Farwell, *Treasurer*, West Medford.

Proper Address for the Company.

MEDFORD AND CHARLESTOWN RAILROAD CO., MEDFORD, MASS.

LUTHER FARWELL,
DANIEL W. LAWRENCE,
J. O. CURTIS,
GEO. B. GREEN,
CHAS. CUMMINGS,

Directors of the Medford and Charlestown Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. November 20, 1872. Then personally appeared Luther Farwell, Daniel W. Lawrence, J. O. Curtis, Geo. B. Green and Chas. Cummings, and severally made oath to the truth of the foregoing statement by them subscribed.

B. F. HAYES, *Justice of the Peace.*

R E P O R T

OF THE

MERRIMACK STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts.	
1. Capital stock authorized by charter,	\$60,000 00
2. Capital stock authorized by votes of company,	30,000 00
3. Capital stock paid in,	-
4. Capital stock paid in per mile of railway owned by company,	-
5. Capital stock issued (par value of shares \$100),	No road built.
6. Funded debt, due , per cent. interest,	-
7. Funded debt, due , per cent. interest,	-
8. Funded debt, due , per cent. interest,	-
9. Unfunded debt, incurred for construction, equipment or purchase,	-
10. Total amount of debt,	-
11. Amount of debt per mile of railway owned by company,	-
12. Amount of income expended in construction, equipment and purchase,	-
13. Total means expended in construction, equipment and purchase,	-
14. Number of stockholders,	No stock issued.
[This company has organized under its charter, and has done nothing further.]	

Name and Residence of Officers.

Directors.—H. N. Merrill, *President*, Haverhill, Mass.; J. B. Swett, Haverhill, Mass.; John Keeley, Haverhill, Mass.; George W. Duncan, Haverhill, Mass.; George J. Winchell, Haverhill, Mass.

Proper Address for the Company.

MERRIMACK STREET RAILWAY COMPANY, HAVERHILL, MASS.

H. N. MERRILL,
GEO. W. DUNCAN,
GEO. J. WINCHELL,

A Majority of the Directors of the Merrimack Street Railway Company.

REPORT

OF THE

MERRIMACK VALLEY STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts.

1. Capital stock authorized by charter,	\$80,000 00
2. Capital stock authorized by votes of company,	50,000 00
3. Capital stock paid in,	50,000 00
4. Capital stock paid in per mile of railway owned by company,	10,000 00
5. Capital stock issued (par value of shares),	50,000 00
6. Funded debt, due, per cent. interest,	- -
7. Funded debt, due, per cent. interest,	- -
8. Funded debt, due, per cent. interest,	- -
9. Unfunded debt, incurred for construction, equipment or purchase,	- -
10. Total amount of debt,	- -
11. Amount of debt per mile of railway owned by company,	- -
12. Amount of income expended in construction, equipment and purchase,	13,000 00
13. Total means expended in construction, equipment and purchase,*	63,000 00
14. Number of stockholders,	118

Cost of Railway.

Railways and Branches built by Company.

15. Grading and paving,	\$2,000 00
16. Track, including timber, rails, &c., and laying,	35,000 00
17. Interest during construction, commissions, discounts, &c., allowed to contractors and others,	- -
18. Engineering, agencies, salaries and other expenses during construction,	- -
19. Total cost of construction,	37,000 00
20. Average per mile of single track built by company, not including sidings, &c.,	7,400 00

Other Railways and Branches purchased.

21., original cost, purchased at	- -
22. Total cost to this company of railways and branches purchased,	- -
23. Total cost to this company of all railways built and purchased,	37,000 00
24. Average per mile of single track, not including sidings,	7,400 00

Cost of Equipment.

25. Number of horses 50, cost,	\$6,700 00
26. Number of cars 7, cost,	8,200 00

* As per balance sheet, \$50,000.

27. Number of other vehicles 7, cost,	\$2,500 00	
28. Land owned by company,	4,000 00	
29. Buildings owned by company,	4,000 00	
30. Other articles of equipment,	600 00	
31. Total cost of equipment,		\$26,000 00
32. Average per mile of single track <i>operated</i> , not including sidings, &c.,		5,200 00
33. Total cost of railway and equipment,		63,000 00
34. Amount of sinking funds on hand to meet debt,	-	-
35. Property owned by company not needed for operating road,	-	-

Description of Railway.

36. Length of railway owned by company, with description of its several lines of track and branches, and length of each,	5 miles.	
[It extends from Methuen, through Lawrence to North Andover, a distance of five miles.]		
37. Length of railway laid with double track,	-	-
38. Length of single track operated in one direction only,	-	-
39. Length of single track operated in both directions,	26,400 feet, = 5 miles.	
40. Aggregate length of switches, sidings, &c., except main track and branches,	1,400 feet.	
41. Total length of track, measured as single track,	5.26 miles.	
42. Total length of track paved,	2,800 feet.	
43. Weight of rail per yard, and description of rail,	{ About 16,000 feet O'Brien rail, 19 lbs. to the yard, and about 10,400 feet T rail, 30 lbs. to the yard.	
44. Length of railway belonging to other companies, measured as single track, not including sidings, &c., operated by this company, with description of same,	-	-
45. Total length of single track, not including sidings, &c., operated by this company,	5 miles.	

Miles Run, &c.

46. Total number of miles run during the year,	122,000	
47. Average cost per mile run,	Nearly 23 cents.	
48. Total number of passengers carried in the cars,	498,578	
49. Total number of round trips for the year,*	16,744	
50. Average number of passengers per round trip,	Nearly 30.	
51. Rate of speed adopted, including stops,	5 miles.	
52. Number of persons regularly employed by company,	21	
53. Rates of fare,	3 cents per mile.	

Expenses Charged to Capital Account for the Year.

54. Extension of tracks,	-	-
55. New horses,	-	-
56. New cars and other vehicles,	-	-
57. Land,	-	-
58. Buildings,	-	-
59. Total,	-	-

Expenses of Operating the Railway.

60. Repairs of road-bed and track,	\$1,500 00
61. Repairs of cars and other vehicles, harness and horseshoeing,	3,535 85

* A part are short trips on Essex Street.

62. Repairs of buildings,	-	-
63. Keeping good the stock of horses,	\$192 50	-
64. Wages and salaries of all persons employed, excepting president, treasurer and superintendent, and their clerks,	10,157 80	-
65. Provender,	8,661 45	-
66. United States taxes	-	-
67. State taxes,	181 92	-
68. Local taxes,	118 18	-
69. Rent and tolls paid other companies for use of their roads, specifying amount to each,	-	-
70. Amount paid other companies for use of bridges and ferries, specifying amount to each,	-	-
71. Insurance,	178 50	-
72. Damages for injuries to persons,	-	-
73. General salaries and office expenses, and all other expenses except interest not included above,	3,398 75	-
74. Total expense of operating,		\$27,924 95
75. Per mile of single track operated, not including sidings, &c.,		5,584 99
76. Percentage of expenses to income,	Nearly 75.	
Revenue for the Year.		
77. Received from passengers on railways operated by this company, and for tickets sold,	\$36,424 91	
78. Received from other railways, as tolls or rent, specifying amount from each,	-	-
79. Received for mails,	-	-
80. Received for sales of manure,	480 00	
81. Total earnings,		\$36,904 91
82. Income from other sources,		541 45
83. Total income,		37,445 96
84. Percentage of income to capital stock and debt,	74.89 per cent.	
85. Percentage of income to total means expended in construction, equipment and purchase,	59.4 per cent.	
Net Income, Dividends, &c.		
86. Total net income above operating expenses,		\$9,521 01
87. Percentage of net income to capital stock and debt,	19.04 per cent.	
88. Percentage of net income to total means expended in construction, equipment and purchase,	15.11 per cent.	
89. Paid for interest,	-	-
90. Paid in dividends, per cent. for the year,	-	-
91. Paid to sinking funds,	-	-
92. Balance for the year, or surplus,*		†9,521 01
93. Surplus at commencement of year,	-	-
94. Total surplus,	-	-
Invested as follows, viz.:—		
Cash and loans,	-	-
Materials for repairs,	-	-
Other items,	-	-
95. Amount of unredeemed tickets at end of year,		415 68

* This surplus will not meet the depreciation in the road-bed and equipment. We expect to expend it all in the spring, in improvements upon the road.

† To this amount should be added the amount of income expended in construction, \$13,000, making total surplus, \$22,521.01. [Com.]

General Balance Sheet at last Closing of Accounts.

DR.

Construction account,	\$28,000 00
Real estate account,	8,000 00
Equipment account,	8,000 00
Horse account,	6,000 00

\$50,000 00

Cash,	9,521 00
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\$59,521 01

CR.

Capital stock,	\$50,000 00
Profits,	9,521 01
	<hr/>
	\$59,521 01

Name and Residence of Officers.

Wm. A. Russell, Lawrence, Mass.; A. W. Stearns, Lawrence, Mass.; Hezekiah Plummer, Lawrence, Mass.; James Walton, Methuen, Mass.; Moses T. Stevens, North Andover, Mass.

Proper Address for the Company.

MERRIMACK VALLEY HORSE RAILROAD COMPANY, LAWRENCE, MASS.

WM. A. RUSSELL,
A. W. STEARNS,
H. PLUMMER,

Directors of the Merrimack Valley Horse Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. November 4, 1872. Then persoually appeared Wm. A. Russell, A. W. Stearns and H. Plummer, and severally made oath to the truth of the foregoing statement by them subscribed.

JAMES H. EATON, *Justice of the Peace.*

REPORT

OF THE

METROPOLITAN RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts.

1. Capital stock authorized by charter,	\$1,950,000 00
2. Capital stock authorized by votes of company,	1,500,000 00
3. Capital stock paid in,	1,500,000 00
4. Capital stock paid in per mile of railway owned by company,	32,403 00
5. Capital stock issued (par value of shares \$50),	1,500,000 00
6. Funded debt, due , per cent. interest,	- -
7. Funded debt, due , per cent. interest,	- -
8. Funded debt, due , per cent. interest,	- -
9. Unfunded debt incurred for construction, equipment or purchase,	\$589,390 16
10. Total amount of debt,	589,390 16
11. Amount of debt per mile of railway owned by company,	12,732 01
12. Amount of income expended in construction, equipment and purchase [which has in previous returns been returned as a debt],	130,357 13
13. Total means expended in construction, equipment and purchase,	2,219,747 29
14. Number of stockholders,	636

Cost of Railway.

Railways and Branches built by Company.

15. Grading and paving,	\$172,408 39
16. Track, including timber, rails, &c., and laying,	392,605 49
17. Interest during construction, commissions, discounts, &c., allowed to contractors and others,	} 113,716 00
18. Engineering, agencies, salaries and other expenses during construction,	
19. Total cost of construction,	\$678,729 88
20. Average per mile of single track built by company, not including sidings, &c.,*	22,340 60

Other Railways and Branches purchased.

21. West Roxbury Railroad, original cost unknown, purchased at	-	-
Suffolk Railroad, original cost unknown, purchased at	-	-
Dorchester Railroad, original cost unknown, purchased at	-	-
Dorchester and Roxbury Railroad, original cost unknown, purchased at	-	-

* 2.650 miles of track owned by the company have been taken up, by order of the cities of Boston and Roxbury, and the town of Brookline, making the average per mile of track now located and owned by the company, not including sidings, &c., \$25,272.11.

Dorchester Extension Railroad, original cost unknown, purchased at	-	-
Chelsea and East Boston Railroad, original cost unknown, purchased at	-	-
Brookline Railroad, original cost unknown, purchased at	-	-
22. Total cost to this company of railways and branches purchased,		\$390,558 65
23. Total cost to this company of all railways built and purchased,		1,069,288 53
24. Average per mile of single track, not including sidings,		25,272 11
Cost of Equipment.		
25. Number of horses 1,220, cost,	\$158,469 69	
26. Number of cars 204, cost,	191,931 94	
27. Number of other vehicles 154, cost,	59,323 35	
28. Land owned by company,	505,247 33	
29. Buildings owned by company,	186,410 46	
30. Other articles of equipment,	49,075 99	
31. Total cost of equipment,		\$1,150,458 76
32. Average per mile of single track <i>operated</i> , not including sidings, &c.,	26,424 85	
33. Total cost of railway and equipment,		2,219,747 29
34. Amount of sinking funds on hand to meet debt,	-	-
35. Property owned by company not needed for operating road [real estate estimated at]		300,000 00
Description of Railway.		
36. Length of railway owned by the company, with description of its several lines of track and branches, and length of each,*		42.311 miles.
[Norfolk House, West Roxbury, Dorchester, Mt. Pleasant, Warren Street, Warren Street via Harrison Avenue, Tremont Street and depots, Washington Street and depots, Dudley Street and depots, Boston Neck, Tremont House, Tremont Street, Brookline, Egleston Square, Forest Hills, Grove Hall, East Boston, East Boston and Neck, Washington Street and Chelsea Ferry, night car, West End, Beacon Street, Providence Depot, Longwood coaches, Milton Mills, Dorchester Avenue, Mount Bowdoin.]		
37. Length of railway laid with double track,	8.408 miles.	
38. Length of single track operated in one direction only,	5.097 miles.	
39. Length of single track operated in both directions,	20.398 miles.	
40. Aggregate length of switches, sidings, &c., except main track and branches,	3.981 miles.	
41. Total length of track, measured as single track,		46.292 miles.
42. Total length of track paved,	35.401 miles.	
43. Weight of rail per yard, and description of rail,	St. & T rail; 30 to 55½ lbs.	
44. Length of railway belonging to other companies, measured as single track, not including sidings, &c., operated by this company, with description of same [Boston and West Roxbury Railroad],		1.226 miles.
45. Total length of single track, not including sidings, &c., operated by this company,		43.537 miles.

* These several lines are so connected and intermingled that the lengths of the several tracks cannot be stated without a liability to misapprehension. A description of the several tracks by streets would require a statement at great length.

Miles Run, &c.

46. Total number of miles run during the year,	2,438,565
47. Average cost per mile run,	33.28 cents.
48. Total number of passengers carried in the cars,	17,459,102
49. Total number of round trips for the year,	420,321
50. Average number of passengers per round trip,	42
51. Rate of speed adopted, including stops,	5 to 6 miles per hour.
52. Number of persons regularly employed by company,	759
53. Rates of fare,	5 to 15 cents.

Expenses Charged to Capital Account for the Year.

54. Extension of tracks,	\$62,824 85
55. New horses,	39,300 00
56. New cars and other vehicles,	34,446 00
57. Land,	355,164 75
58. Buildings,	21,940 44
[Other articles of equipment,]	505 18
59. Total,	\$514,181 22

Expenses of Operating the Railway.

60. Repairs of road-bed and tracks,	\$75,825 48
61. Repairs of cars and other vehicles, harness and horseshoeing,	44,692 98
62. Repairs of buildings,	5,643 43
63. Keeping good the stock of horses,	34,813 65
64. Wages and salaries of all persons employed, excepting president, treasurer and superintendent, and their clerks,	367,364 95
65. Provender,	149,649 02
66. United States taxes,	-
67. State taxes,	20,550 43
68. Local taxes,	5,917 19
69. Rent and toll paid other companies for use of their roads, specifying amount to each,	
[Boston & West Roxbury R. R.,] \$2,500 00 }	
[South Boston Railroad,] 519 43 }	3,019 43
70. Amount paid other companies for use of bridges and ferries, specifying amount to each,	-
71. Insurance,	4,000 00
72. Damages for injuries to persons,	20,514 51
73. General salaries and office expenses, and all other expenses except interest not included above,	80,565 80
74. Total expense of operating,	\$811,656 87
75. Per mile of single track operated, not including sidings, &c.	18,642 92
76. Percentage of expenses to income,	82.311

Revenue for the Year.

77. Received from passengers on railways operated by this company, and for tickets sold,	\$959,177 42
78. Received from other railways as tolls or rent, specifying amount from each,	7,827 76
79. Received for mails,	3,000 00
80. Received for sales of manure,	7,607 15
81. Total earnings,	\$977,612 33
82. Income from other sources,	8,428 33
83. Total income,	986,040 66

84. Percentage of income to capital stock and debt,*	57.813=47.192
85. Percentage of income to total means expended in construction, equipment and purchase,*	57.813=44.421
Net Income, Dividends, &c.	
86. Total net income above operating expenses,	\$174,383 79
87. Percentage of net income to capital stock and debt,*	10.224=8.346
88. Percentage of net income to total means expended in construction, equipment and purchase,*	10.224=7.855
89. Paid for interest,	\$23,346 33
90. Paid in dividends, 10 per cent for the year [and U. S. tax],	126,602 56
91. Paid to sinking funds,	—
92. Balance for the year, or surplus,	\$19,434 90
93. Surplus at commencement of year,	49,729 79
94. Total surplus,†	69,164 69
Invested as follows, viz.:—	
Cash and loans,	16,712 00
Materials [railroad iron] for repairs [or new tracks],	24,170 61
Other items,	28,282 08
95. Amount of unredeemed tickets at end of year,	19,914 30

General Balance Sheet at last Closing of Accounts.

DR.

Construction,	\$1,069,288 53
Real estate,	505,247 33
Buildings,	186,410 46
Horses,	158,469 69
Cars,	191,931 94
Omnibuses and sleighs,	59,323 35
General equipment,	49,075 99
Railroad iron for new tracks and repairs,	24,170 61
Hay and straw,	12,663 27
Sundry accounts,	22,321 11
Cash,	16,712 00
	<hr/>
	\$2,295,614 28

CR.

Capital stock,	\$1,500,000 00
Notes and bills payable,	589,390 16
Sundry accounts and outstanding tickets,	35,957 35
Tremont Street land account,	19,364 21
Reserve fund,	81,737 87
Profit and loss,	69,164 69
	<hr/>
	\$2,295,614 28

* September 30, 1871.—Capital stock and debt, \$1,705,556.07=57.813=10.224.

September 30, 1872.—Capital stock and debt, \$2,089,390.16=47.192=8.346.

August, 1872.—Capital stock increased \$250,000.

September, 1872.—Real estate purchased on Shawmut Avenue and Bartlett Street. Boston.
\$342,850.50.

† As per balance sheet, \$170,266.77. [Com.]

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCON- DUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . .	-	-	1	20	1	20
Employés, . . .	-	-	-	-	-	-
Others, . . .	-	-	1	16	1	16

Statement of each Accident.

October 1, 1871.—(Sunday.) A buggy, driven by an intoxicated man, ran against a car in motion. Man thrown out; slightly injured.

October 4.—A car came in collision with a coach. Driver of coach slightly injured.

November 2.—A child ran in front of a car in motion, fell, and was slightly injured.

November 7.—A man, attempting to get upon a car in motion, fell, and was slightly injured.

November 9.—A boy jumped from a car in motion, fell, and injured his foot.

November 14.—A man, attempting to get upon a car in motion, was jammed against a post and injured.

November 21.—A woman, leaving a car in motion, fell, and was slightly injured.

December 14.—Two cars colliding, a man on platform of one of them was slightly injured.

December 26.—A man, attempting to pass in front of a car in motion, was struck by the pole and slightly injured.

January 10, 1872.—A man stepped from a car in motion, fell, and was slightly injured.

January 17.—A team ran into a car; driver of team slightly injured.

January 22.—An intoxicated man fell from front platform of car in motion, and was injured.

January 24.—A boy ran against pole of car in motion, was injured in his leg, which was amputated.

January 26.—A man ran against horse attached to car in motion, fell, and was slightly injured.

February 27.—An intoxicated man fell from platform of car in motion, and was slightly injured.

April 2.—A man, attempting to cross the street between two cars in motion, fell, and was injured in his hip.

April 20.—A car off the track collided with another car. Passenger sitting on step of car struck, dying of his injuries.

April 30.—A deaf-mute fell from platform of car in motion; foot was injured and amputated.

May 16.—A boy endeavoring to jump from car to car, both in motion, fell, injuring his foot.

May 27.—A woman, stepping from car in motion, fell, and was slightly injured.

May 30.—A child at play crossed the track in front of a car in motion. Trying to recross the street it fell; leg run over, and the same was amputated.

June 3.—A man on car-platform became dizzy, fell, and was slightly injured.

June 11.—A child crossing the street ran against horse attached to car in motion, fell and was killed.

June 10.—A man slipped from front platform of a car and was slightly injured by a passing car.

June 20.—A man holding on the rods swayed his body off a car; was struck by a passing car, and slightly injured.

June 27.—A man, losing his hat, jumped for same from a car in motion, and fell, injuring his foot.

July 2.—A car colliding with a team, the driver of the team claimed that he received bodily injuries.

July 3.—A man leaving front platform of car in motion, fell, injuring his foot.

July 29.—A woman with child in her arms, leaving a car, fell, and was slightly injured.

August 7.—A man, passing between a car and the partition on a ferry-boat, was slightly injured.

August 12.—A child, running between a car in motion and the rails of a draw-bridge, was slightly injured.

September 3.—A woman stepped from a car in motion, fell, and was slightly injured.

September 9.—A man attempting to jump on platform of car in motion, slipped, injuring his arm.

September 12.—A man was slightly injured by the handle of a car-brake.

September 23.—A man stepping from car in motion, fell, and was slightly hurt.

September 23.—A woman leaving a car entangled her hoopskirt, fell, and was slightly injured.

September 25.—A child ran against a horse attached to a car in motion, fell, and was slightly injured.

Name and Residence of Officers.

John W. Draper, *President*, Cambridge; Charles Boardman, *Treasurer*, Boston; William Hendry, *Superintendent*, Boston; John L. Andrew, *Secretary and Clerk*, Melrose.

Proper Address for the Company.

METROPOLITAN RAILROAD COMPANY, BOSTON, MASS.

JOHN W. DRAPER,
NATHAN CUSHING,
LIBERTY BIGELOW,
WILLIAM HENDRY,
SILAS POTTER,
GEO. H. VINCENT,

Directors of the Metropolitan Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 5, 1872. Then personally appeared John W. Draper, Nathan Cushing, Liberty Bigelow, William Hendry, Silas Potter and George H. Vincent, and severally made oath to the truth of the foregoing statement by them subscribed.

JOHN L. ANDREWS, *Justice of the Peace.*

REPORT

OF THE

MIDDLESEX STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts.		
1. Capital stock authorized by charter,		\$550,000 00
2. Capital stock authorized by votes of company,		400,000 00
3. Capital stock paid in,		400,000 00
4. Capital stock paid in per mile of railway owned by company,	-	-
5. Capital stock issued (par value of shares \$100),		400,000 00
6. Funded debt, due 1884, 6 per cent. interest,	\$99,500 00	
7. Funded debt, due 1880, 6 per cent. interest,	60,000 00	
8. Funded debt, due 1874, 7 per cent. interest,	25,000 00	
9. Unfunded debt, incurred for construction, equipment or purchase,	158,822 30	
10. Total amount of debt,		343,322 30
11. Amount of debt per mile of railway owned by company,	-	-
12. Amount of income expended in construction, equipment and purchase,	-	-
13. Total means expended in construction, equipment and purchase,		603,701 60
14. Number of stockholders,	229	
Cost of Railway.		
<i>Railways and Branches built by Company.</i>		
15. Grading and paving,	}	\$389,416 60
16. Track, including timber, rails, &c., and laying,		
17. Interest during construction, commissions, discounts, &c., allowed to contractors and others,		
18. Engineering, agencies, salaries and other expenses during construction,		
19. Total cost of construction,		
20. Average per mile of single track built by company, not including sidings, &c.,	-	-
<i>Other Railways and Branches purchased.</i>		
21. Cliftondale,* original cost \$95,000, purchased at	13,158 19	
22. Total cost to this company of railways and branches purchased,		13,158 19
23. Total cost to this company of all railways built and purchased,		402,574 79
24. Average per mile of single track, not including sidings,		24,831 87

* See report to legislature, 1862.

Cost of Equipment.

25. Number of horses 300, cost,	\$45,000 00	
26. Number of cars 53, cost,	48,878 17	
27. Number of other vehicles , cost,	9,121 54	
28. Land owned by company,	49,889 26	
29. Buildings owned by company,	31,508 40	
30. Other articles of equipment,	16,729 44	
31. Total cost of equipment,		\$201,126 81
32. Average per mile of single track <i>operated</i> , not including sidings, &c.,	-	-
33. Total cost of railway and equipment,		603,701 60
34. Amount of sinking funds on hand to meet debt,		51,664 43
35. Property owned by company not needed for operating road,	-	-

Description of Railway.

36. Length of railway owned by company, with description of its several lines of track and branches, and length of each,		15.613
[From line between Somerville and Charlestown, on Main St., thence over Main St. to Charlestown Sq., Warren Avenue, Warren Bridge, Beverly St. (Boston), Haymarket Sq., Sudbury St., Court St., Scollay Sq., Washington St., Dock Sq., Union St., Haymarket Sq., Charlestown St., over Charles River Bridge (double track), Charlestown Sq., Warren and Main Sts. to Somerville line. Also, in Causeway St. between Charlestown and Haverhill Sts., Boston. Also, From Charlestown Sq., through Warren, Henley, Chelsea, Vine and Bunker Hill Sts. to station; and from station through Bunker Hill, Vine and Chelsea Sts., to Charlestown Sq. Also, from Main St. at Sullivan Sq. to Somerville line on Cambridge St. Also in School and Chelsea Sts., in Everett, Clifftondale Railroad.*]		
37. Length of railway laid with double track,	3.641	
38. Length of single track operated in one direction only,	-	-
39. Length of single track operated in both directions,	-	-
40. Aggregate length of switches, sidings, &c., except main track and branches, . . . . .	.631	
41. Total length of track, measured as single track,		16.244
42. Total length of track paved,	9.400	
43. Weight of rail per yard, and description of rail,	{ Rolled iron, 42 to 56 lbs; 2,600 feet crescent rail.	
44. Length of railway belonging to other companies, measured as single track, not including sidings, &c., operated by this company, with description of same,		7.812
[Malden and Melrose Railroad,]	3.832	
[Medford and Charlestown Railroad,]	3.176	
[Somerville Horse Railroad,] . . . . .	.804	
45. Total length of single track, not including sidings, &c., operated by this company,		24.056
Miles Run, &c.		
46. Total number of miles run during the year,		607,813
47. Average cost per mile run,	31.38	
48. Total number of passengers carried in the cars,		4,269,904

* See note to annual report, 1872.

49. Total number of round trips for the year, . . .		107,204
50. Average number of passengers per round trip, . .	39.83	
51. Rate of speed adopted, including stops, . . .	5 miles per hour.	
52. Number of persons regularly employed by company,		155
53. Rates of fare—		
[Charlestown, 5 cents; Winter Hill, 10 cents; Medford, 15 cents; Union Square, 8 cents; Everett, 10 cents; Malden, 15 cents; Winter Hill tickets, 8½ cents; Medford tickets, 12½ cents; Everett tickets, 8½ cents; Malden tickets, 12½ cents; Union Square tickets, 7 cents.]		
Expenses Charged to Capital Account for the Year.		
54. Extension of tracks,	\$7,343 38	
55. New horses,	6,125 00	
56. New cars and other vehicles,	5,460 00	
57. Land,	} 14,075 38	
58. Buildings,		
59. Total,		\$33,003 76
Expenses of Operating the Railway.		
60. Repairs of road-bed and tracks,	\$14,836 65	
61. Repairs of cars and other vehicles, harness and horseshoeing,	21,479 07	
62. Repairs of buildings,	495 84	
63. Keeping good the stock of horses,	8,027 73	
64. Wages and salaries of all persons employed, excepting president, treasurer and superintendent, and their clerks,	67,765 24	
65. Provender,	48,124 68	
66. United States taxes,	787 89	
67. State taxes,	3,407 26	
68. Local taxes,	1,130 50	
69. Rent and tolls paid other companies for use of their roads, specifying amount to each [Medford and Charlestown R. R.],	2,240 00	
70. Amount paid other companies for use of bridges and ferries, specifying amount to each [Malden Bridge],	1,350 00	
71. Insurance,	877 25	
72. Damages for injuries to persons,	1,875 78	
73. General salaries and office expenses and all other expenses except interest not included above,	18,411 30	
74. Total expense of operating,		190,809 19
75. Per mile of single track operated, not including sidings, &c.,	-	-
76. Percentage of expenses to income,		81 43
Revenue for the Year.		
77. Received from passengers on railways operated by this company, and for tickets sold,	\$227,828 37	
78. Received from other railways, as tolls or rent, specifying amount from each,	3,617 30	
79. Received for mails,	80 00	
80. Received for sales of manure,	2,102 20	
81. Total earnings,		\$223,627 87
82. Income from other sources [advertising on cars],		678 33
83. Total income,		234,306 20
84. Percentage of income to capital stock and debt,	-	-
85. Percentage of income to total means expended in construction, equipment and purchase,	-	-

Net Income, Dividends, &c.	
86. Total net income above operating expenses,	\$43,497 01
87. Percentage of net income to capital stock and debt,	- -
88. Percentage of net income to total means expended in construction, equipment and purchase,	- -
89. Paid for interest,	\$15,135 31
90. Paid in dividends, 6 per cent. for the year,	24,000 00
91. Paid to sinking funds,	- -
92. Balance for the year, or surplus,	4,361 70
93. Surplus at commencement of year,	38,740 56
94. Total surplus,	43,102 26
Invested as follows, viz.:—	
Cash and loans,	8,376 62
Materials for repairs,	34,625 64
Other items,	
95. Amount of unredeemed tickets at end of year,	238 37

General Balance Sheet at last Closing of Accounts.

DR.	
Construction,	\$402,574 79
Cash,	8,376 62
Cars,	48,878 17
Horses,	45,000 00
Omnibuses and sleighs,	9,121 54
Real estate,	81,397 66
General equipment,	16,729 44
Sundry accounts,	116,921 91
Somerville extension,	5,760 00
Sinking fund,	51,664 43
	<hr/> \$786,424 56
CR.	
Capital stock,	\$400,000 00
Bonds, 1880,	60,000 00
Bonds, 1884,	99,500 00
Mortgage note,	25,000 00
Note payable, and sundry accounts,	158,822 30
Income account,	43,102 26
	<hr/> \$786,424 56

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	1	-	2	-	3
Employés,	-	-	-	-	-	-
Others,	-	-	-	2	-	2

Statement of each Accident.

April 18, 1872.—A boy candy peddler, 11 years of age, in getting off the front platform of a car, in violation of rules and regulations, fell, and the wheel passed over his right leg, requiring its amputation.

June 24.—A lady, leaving a car before it came to a full stop, fell, and was slightly injured.

July 24.—Two cars came in collision, and a passenger had his nose broken by being suddenly thrown against the side of the car.

July 29.—The driver of a brick team fell from his cart by colliding with a car and was slightly injured.

September 5.—A passenger riding with his arm on the window, and partially out of the window, in violation of "rules and regulations," had his arm fractured by a collision of two cars, requiring its amputation.

Name and Residence of Officers.

Directors.—Charles E. Powers, *President*, Boston; John Goldthwait, Boston; Wm. H. Kent, Charlestown; Geo. O. Carpenter, Boston; Nahum Chapin, Charlestown; Caleb Rand, Charlestown; Cyrus Wakefield, Wakefield; James Beck, Boston; Geo. W. Palmer, Boston. Geo. W. Palmer, Boston, *Treasurer* and *Clerk*.

Proper Address for the Company.

MIDDLESEX RAILROAD COMPANY, 27 TREMONT ROW, BOSTON.

CHARLES E. POWERS,
JOHN GOLDTHWAIT,
WM. H. KENT,
GEO. O. CARPENTER,
NAHUM CHAPIN,
CALEB RAND,
GEO. W. PALMER,

Directors of the Middlesex Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 15, 1872. Then personally appeared Charles E. Powers, John Goldthwait, Wm. H. Kent, Nahum Chapin, Caleb Rand and George W. Palmer, and severally made oath that the foregoing statement by them subscribed is true, according to their best knowledge and belief.

H. N. SHELDON, *Justice of the Peace.*

R E P O R T

OF THE

NEW BEDFORD & FAIRHAVEN STREET RAILWAY CO.,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts.

1. Capital stock authorized by charter,		\$60,000 00
2. Capital stock authorized by votes of company,		50,000 00
3. Capital stock paid in,		38,400 00
4. Capital stock paid in per mile of railway owned by company,	The railway is being built.	-
5. Capital stock issued (par value of shares),	-	-
6. Funded debt, due per cent. interest,	-	-
7. Funded debt, due per cent. interest,	-	-
8. Funded debt, due per cent. interest,	-	-
9. Unfunded debt, incurred for construction, equipment or purchase,	\$16,352 87	
10. Total amount of debt,		16,352 87*
11. Amount of debt per mile of railway owned by company,	-	-
12. Amount of income expended in construction, equipment and purchase,	-	-
13. Total means expended in construction, equipment and purchase,		54,866 80
14. Number of stockholders,	31	

Cost of Railway.

Railways and Branches built by Company.

15. Grading and paving,	} \$43,789 15	
16. Track, including timber, rails, &c., and laying,		
17. Interest during construction, commissions, discounts, &c., allowed to contractors and others,		148 12
18. Engineering, agencies, salaries and other expenses during construction,	703 02	
19. Total cost of construction,		\$44,640 29
20. Average per mile of single track, built by company, not including sidings, &c.,	-	-

Other Railways and Branches purchased.

21. , original cost , purchased at	-	-
22. Total cost to this company of railways and branches purchased,	-	-
23. Total cost to this company of all railways built and purchased,	-	-
24. Average per mile of single track, not including sidings,	-	-

Cost of Equipment.

25. Number of horses 20, cost,	\$3,055 11	
26. Number of cars 8, cost,	6,082 30	
27. Number of other vehicles , cost,	-	-

* Balance sheet makes total debt, \$14,651.32. [Com.]

28. Land owned by company,	-	-
29. Buildings owned by company,	\$784 00	-
30. Other articles of equipment,	305 10	-
31. Total cost of equipment,		\$10,226 51
32. Average per mile of single track <i>operated</i> , not including sidings, &c.,	-	-
33. Total cost of railway and equipment,	-	-
34. Amount of sinking funds on hand to meet debt,	-	-
35. Property owned by company not needed for operating road,	-	-

Description of Railway.

36. Length of railway owned by company, with description of its several lines of track and branches, and length of each,	3.309	
[Purchase St. line to steamboat wharf, 1.455; William St. line to railroad depot in Fairhaven, 1.807; branch at N. B. & T. R. R. depot, .047.]		
37. Length of railway laid with double track,	-	-
38. Length of single track operated in one direction only,	-	-
39. Length of single track operated in both directions,	3.309 miles.	
40. Aggregate length of switches, sidings, &c., except main track and branches, . . . . .	.180 mile.	
41. Total length of track, measured as single track,		3.489 miles.
42. Total length of track paved,	1.48 miles.	
43. Weight of rail per yard, and description of rail,	35 to 45 lbs.	
44. Length of railway belonging to other companies, measured as single track, not including sidings, &c., operated by this company, with description of same,	-	-
45. Total length of single track, not including sidings, &c., operated by this company,		3.309 miles.

Miles Run, &c.

46. Total number of miles run during the year,*	-	-
47. Average cost per mile run,	-	-
48. Total number of passengers carried in the cars [3 months],		88,291
49. Total number of round trips for the year,	-	-
50. Average number of passengers per round trip,	-	-
51. Rate of speed adopted, including stops,	4 miles per hour.	
52. Number of persons regularly employed by company,		16
53. Rates of fare,	{ Single fare, 6 cents; 20 tickets for one dollar.	

Expenses Charged to Capital Account for the Year.

54. Extension of tracks,	-	-
55. New horses,	-	-
56. New cars and other vehicles,	-	-
57. Land,	-	-
58. Buildings,	-	-
59. Total,	-	-

Expenses of Operating the Railway.

60. Repairs of road-bed and tracks,	-	-
61. Repairs of cars and other vehicles, harness and horseshoeing,	\$313 57	

* Only a portion of the road being built, it being in process of construction, have kept no account of miles run.

62. Repairs of buildings,	-	-
63. Keeping good the stock of horses,	-	-
64. Wages and salaries of all persons employed, excepting president, treasurer and superintendent, and their clerks,	\$2,025 91	
65. Provender,	1,038 97	
66. United States taxes,	-	-
67. State taxes,	-	-
68. Local taxes,	-	-
69. Rent and tolls paid other companies for use of their roads, specifying amount to each,	-	-
70. Amount paid other companies for use of bridges and ferries, specifying amount to each,	-	-
71. Insurance,	31 50	
72. Damages for injuries to persons,	-	-
73. General salaries and office expenses, and all other expenses except interest not included above,	250 00	
74. Total expenses of operating,		\$3,659 95
75. Per mile of single track operated, not including sidings, &c.,	-	-
76. Percentage of expenses to income,	-	-
Revenue for the Year.		
77. Received from passengers on railways operated by this company, and for tickets sold [and transportation of baggage],	\$5,475 43	
78. Received from other railways as tolls or rent, specifying amount from each,	-	-
79. Received for mails,	-	-
80. Received for sales of manure,	-	-
81. Total earnings,		\$5,475 43
82. Income from other sources,	-	-
83. Total income,	-	-
84. Percentage of income to capital stock and debt,	-	-
85. Percentage of income to total means expended in construction, equipment and purchase,	-	-
Net Income, Dividends, &c.		
86. Total net income above operating expenses [3 months],		\$1,815 48
87. Percentage of net income to capital stock and debt,	-	-
88. Percentage of net income to total means expended in construction, equipment and purchase,	-	-
89. Paid for interest,	-	-
90. Paid in dividends, per cent. for the year,	-	-
91. Paid to sinking funds,	-	-
92. Balance for the year, or surplus,	-	-
93. Surplus at commencement of year,	-	-
94. Total surplus,	-	-
Invested as follows, viz.:—		
Cash and loans,	-	-
Materials for repairs,	-	-
Other items,	-	-
95. Amount of unredeemed tickets at end of year,	-	-

General Balance Sheet at last Closing of Accounts.

DR.

Construction,	\$44,640 29
Buildings,	784 00
Horses,	3,055 11
Cars,	6,082 30
General equipment,	305 10

\$54,866 80

CR.

Capital stock,	\$38,400 00
Loans, including bills not paid,	14,651 32
Earnings,	1,815 48

\$54,866 80

Name and Residence of Officers.

Andrew G. Pierce, New Bedford; William W. Crapo, New Bedford; Warren Ladd, New Bedford; Samuel P. Burt, New Bedford; Nathan S. Ellis, New Bedford; George Wilson, New Bedford; Weston Howland, Fairhaven; James V. Cox, Fairhaven.

. Proper Address for the Company.

NEW BEDFORD AND FAIRHAVEN STREET RAILWAY COMPANY,
NEW BEDFORD, MASS.

AND'W G. PIERCE,
WESTON HOWLAND,
SAM. P. BURT,
GEO. WILSON,
JAMES V. COX,
WARREN LADD,

Directors of the New Bedford and Fairhaven Street Railway Company.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. November 6, 1872. Then personally appeared Andrew G. Pierce, Weston Howland, Samuel P. Burt, George Wilson, James V. Cox and Warren Ladd, and severally made oath or affirmation to the truth of the foregoing statement by them subscribed, according to the best of their knowledge and belief.

WENDELL H. COBB, *Justice of the Peace.*

R E P O R T

OF THE

NEWBURYPORT AND AMESBURY STREET RAILWAY CO.,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts.

1. Capital stock authorized by charter,		\$120,000 00
2. Capital stock authorized by votes of company,		60,000 00
3. Capital stock paid in,		30,000 00
4. Capital stock paid in per mile of railway owned by company,		None.
5. Capital stock issued (par value of shares \$100),	-	-
6. Funded debt, due , per cent. interest,	-	-
7. Funded debt, due , per cent. interest,	-	-
8. Funded debt, due , per cent. interest,	-	-
9. Unfunded debt, incurred for construction, equipment or purchase,	-	-
10. Total amount of debt,	-	-
11. Amount of debt per mile of railway owned by company,	-	-
12. Amount of income expended in construction, equipment and purchase,	-	-
13. Total means expended in construction, equipment and purchase,	-	-
14. Number of stockholders,	41	-

Cost of Railway.

Railways and Branches built by Company.

15. Grading and paving,
16. Track, including timber, rails, &c., and laying,
17. Interest during construction, commissions, discounts, &c., allowed to contractors and others,
18. Engineering, agencies, salaries and other expenses during construction,
19. Total cost of construction,
20. Average per mile of single track built by company, not including sidings, &c.,

Railway in process of construction. No part completed.

Other Railways and Branches purchased.

21. , original cost , purchased at ,
22. Total cost to this company of railways and branches purchased,
23. Total cost to this company of all railways built and purchased,
24. Average per mile of single track, not including sidings,

Cost of Equipment.

[None.]

Description of Railway.			
36. Length of railway owned by company, with description of its several lines of track and branches, and length of each,	} Length of track under contract, $6\frac{1}{2}$ mles.		
37. Length of railway laid with double track,		-	-
38. Length of single track operated in one direction only,		-	-
39. Length of single track operated in both directions,		-	-
40. Aggregate length of switches, sidings, &c., except main track and branches,		-	-
41. Total length of track, measured as single track,		-	-
42. Total length of track paved,		-	-
43. Weight of rail per yard, and description of rail,		T rail, 30 lbs.	
44. Length of railway belonging to other companies, measured as single track, not including sidings, &c., operated by this company, with description of same,		-	-
45. Total length of single track, not including sidings, &c., operated by this company,		-	-
Miles Run, &c.			
[Not in operation.]			

Name and Residence of Officers.

Elbridge G. Kelley, *President*, Newburyport; William C. Binney, *Treasurer*, Amesbury; George H. Stevens, *Clerk*, Newburyport.

Proper Address for the Company.

NEWBURYPORT AND AMESBURY HORSE RAILROAD COMPANY.

E. G. KELLEY,
WM. C. BINNEY,
JOS. B. MORSE,
SAMSON LEVY,
NATH'L PIERCE,
M. H. FOWLER,

Majority of the Directors of the Newburyport and Amesbury Horse R. R. Co.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. November 20, 1872. Then personally appeared E. G. Kelley, Wm. C. Binney, Jos. B. Morse, Samson Levy, Nath'l Pierce and M. H. Fowler, and severally made oath to the truth of the foregoing statement by them subscribed.

GEORGE H. STEVENS, *Justice of the Peace.*

REPORT

OF THE

NORTHAMPTON & WILLIAMSBURG ST. RAILWAY CO.,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts.

1. Capital stock authorized by charter,	\$300,000 00
2. Capital stock authorized by votes of company,	300,000 00
3. Capital stock paid in,	300,000 00
4. Capital stock paid in per mile of railway owned by company,	93,750 00
5. Capital stock issued (par value of shares),	-
6. Funded debt, due per cent. interest,	-
7. Funded debt, due per cent. interest,	-
8. Funded debt, due per cent. interest,	-
9. Unfunded debt, incurred for construction, equipment or purchase,	-
10. Total amount of debt,	6,499 47
11. Amount of debt per mile of railway owned by company,	2,031 08
12. Amount of income expended in construction, equipment and purchase,	-
13. Total means expended in construction, equipment and purchase,	-
14. Number of stockholders,	25

Cost of Railway.*Railways and Branches built by Company.*

15. Grading and paving,	} Built and equipped by contract; no means of ascertaining separate amounts.	
16. Track, including timber, rails, &c., and laying,		
17. Interest during construction, commissions, discounts, &c., allowed to contractors and others,		
18. Engineering, agencies, salaries and other expenses during construction,		
19. Total cost of construction [calling stock worth par],		\$300,000 00
20. Average per mile of single track built by company, not including sidings, &c.,		93,750 00

Other Railways and Branches purchased.

21. , original cost , purchased at	-	-
22. Total cost to this company of railways and branches purchased,	-	-
23. Total cost to this company of all railways built and purchased,		300,000 00
24. Average per mile of single track, not including sidings,		93,750 00

Cost of Equipment.

25. Number of horses 11, cost,	-	-
26. Number of cars 2, cost,	-	-

27. Number of other vehicles 2 sleighs, cost,	-	-
28. Land owned by company,	-	-
29. Buildings owned by company,	-	-
30. Other articles of equipment [harnesses and tools, much worn],	\$150 00	-
31. Total cost of equipment,	-	-
32. Average per mile of single track <i>operated</i> , not including sidings, &c.,	-	-
33. Total cost of railway and equipment,	-	\$300,000 00
34. Amount of sinking funds on hand to meet debt,	-	-
35. Property owned by company not needed for operating road,		None.

Description of Railway.

36. Length of railway owned by company, with description of its several lines of track and branches, and length of each [Northampton to Florence],		3.2 miles.
37. Length of railway laid with double track,	None.	
38. Length of single track operated in one direction only,	3.2 miles.	
39. Length of single track operated in both directions,	1 switch, 100 feet.	
40. Aggregate length of switches, sidings, &c., except main track and branches,	-	-
41. Total length of track, measured as single track,	-	-
42. Total length of track paved,	150 feet.	
43. Weight of rail per yard, and description of rail,	33 lbs., trans. rail.	
44. Length of railway belonging to other companies, measured as single track, not including sidings, &c., operated by this company, with description of same,		None.
45. Total length of single track, not including sidings, &c., operated by this company,		3.2 miles.

Miles Run, &c.

46. Total number of miles run during the year,		19,283.2 miles.
47. Average cost per mile run,	-	-
48. Total number of passengers carried in the cars,		74,123
49. Total number of round trips for the year,		3,143
50. Average number of passengers per round trip,	23½, nearly.	
51. Rate of speed adopted, including stops,	6 miles per hour.	
52. Number of persons regularly employed by company,		5
53. Rates of fare,	6 and 12 cents.	

Expenses Charged to Capital Account for the Year.

54. Extension of tracks,	-	-
55. New horses,	-	-
56. New cars and other vehicles,	-	-
57. Land,	-	-
58. Buildings,	-	-
59. Total,		None.

Expenses of Operating the Railway.

60. Repairs of road-bed and tracks,	\$117 85	
61. Repairs of cars and other vehicles, harness and horseshoeing,	562 32	
62. Repairs of buildings,	-	-
[Rents of buildings,]	420 00	
63. Keeping good the stock of horses,	38 50	
64. Wages and salaries of all persons employed, excepting president, treasurer and superintendent, and their clerks,	3,241 00	

65. Provender,	\$1,591 41	
66. United States taxes,	-	-
67. State taxes,	-	-
68. Local taxes,	-	-
69. Rent and tolls paid other companies for use of their roads, specifying amount to each,	-	-
70. Amount paid other companies for use of bridges and ferries, specifying amount to each,	-	-
71. Insurance,	-	-
72. Damages for injuries to persons,	-	-
73. General salaries and office expenses, and all other expenses except interest not included above,	1,936 64	
74. Total expense of operating,		\$7,907 72
75. Per mile of single track operated, not including sidings, &c.,	-	-
76. Percentage of expenses to income,	-	-
Revenue for the Year.		
77. Received from passengers on railways operated by this company, and for tickets sold,	\$6,949 29	
78. Received from other railways as tolls or rent, specifying amount from each,	-	-
79. Received for mails [express],	172 14	
80. Received for sales of manure,	225 00	
81. Total earnings,		\$7,346 43
82. Income from other sources [one horse sold],		75 00
83. Total income,		7,421 43
84. Percentage of income to capital stock and debt,	-	-
85. Percentage of income to total means expended in construction, equipment and purchase,	-	-
Net Income, Dividends, &c.		
86. Total net income above operating expenses,	-	-
87. Percentage of net income to capital stock and debt,	-	-
88. Percentage of net income to total means ex- pended in construction, equipment and pur- chase,	-	-
89. Paid for interest,	-	-
90. Paid in dividends, per cent. for the year,	-	-
91. Paid to sinking funds,	-	-
92. Balance for the year, or surplus,	-	-
93. Surplus at commencement of year,	-	-
94. Total surplus,	-	-
Invested as follows, viz.:—		
Cash and loans,	-	-
Materials for repairs,	-	-
Other items,	-	-
95. Amount of unredeemed tickets at end of year,	-	-

General Balance Sheet at last Closing of Accounts.

	DR.	SEPTEMBER 30, 1872.
Construction and equipment,		\$300,000 00
Running expenses,		5,551 08
Superintendent's salary, office expenses, &c.,		1,936 64
Rents of buildings,		420 00
Cash on hand,		622 78
Deficit,		5,380 40
		<hr/> \$313,920 90

CR.

Capital stock,	\$300,000 00
Receipts from passengers and express,	7,121 43
Receipts from sale of manure,	225 00
Receipts from sale of one horse,	75 00
Bills payable,	6,499 47
	<hr/> \$313,920 90

Name and Residence of Officers.

Oscar Edwards, *President*, Northampton, Mass.; E. B. Wells, *Treasurer*, Northampton, Mass.; M. H. Spaulding, *Secretary*, Northampton, Mass. *Directors*.—Oscar Edwards, Northampton, Mass.; E. B. Wells, Northampton, Mass.; M. H. Spaulding, Northampton, Mass.; James L. Warriner, Northampton, Mass.; Wm. H. Wells, New York.

Proper Address for the Company.

NORTHAMPTON AND WILLIAMSBURG STREET RAILWAY COMPANY,
NORTHAMPTON, MASS.

OSCAR EDWARDS,
M. H. SPAULDING,
E. B. WELLS,
J. L. WARRINER,

Directors of the Northampton and Williamsburg Street Railway Company.

COMMONWEALTH OF MASSACHUSETTS.

HAMPSHIRE, ss. November 4, 1872. Then personally appeared Oscar Edwards, M. H. Spaulding, E. B. Wells and J. L. Warriner, and severally made oath to the truth of the foregoing statement by them subscribed.

JOHN W. WHITTELSEY, *Justice of the Peace.*

REPORT

OF THE

NORTH WOBURN STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

[Leased to and operated by a private party.]

Capital Stock and Debts.

1. Capital stock authorized by charter,		\$50,000 00
2. Capital stock authorized by votes of company,		25,000 00
3. Capital stock paid in,		21,000 00
4. Capital stock paid in per mile of railway owned by company,		8,320 00
5. Capital stock issued (par value of shares),	—	—
6. Funded debt, due, 6 per cent. interest,	\$8,000 00	—
7. Funded debt, due, per cent. interest,	—	—
8. Funded debt, due, per cent. interest,	—	—
9. Unfunded debt, incurred for construction, equipment or purchase,	862 00	—
10. Total amount of debt,		8,862 00
11. Amount of debt per mile of railway owned by company,	—	—
12. Amount of income expended in construction, equipment and purchase,		2,136 52
13. Total means expended in construction, equipment and purchase,		31,998 52
14. Number of stockholders,	45	

Cost of Railway.

Railways and Branches built by Company.

15. Grading and paving,	—	—
16. Track, including timber, rails, &c., and laying,	—	—
17. Interest during construction, commissions, discounts, &c., allowed to contractors and others,	\$560 00	—
18. Engineering, agencies, salaries and other expenses during construction,	—	—
19. Total cost of construction,		\$28,310 00
20. Average per mile of single track built by company, not including sidings, &c.,	—	—

Other Railways and Branches purchased.

21., original cost, purchased at	—	—
22. Total cost to this company of railways and branches purchased,	—	—
23. Total cost to this company of all railways built and purchased,	—	—
24. Average per mile of single track, not including sidings,	—	—

Cost of Equipment.

25. Number of horses 7, cost [appraised at]	\$1,210 00
26. Number of cars 2, cost,	2,204 52

27. Number of other vehicles, 1 [omnibus on runners and snow-plough], cost,	\$170 00	
28. Land owned by company,	-	-
29. Buildings owned by company [stable],	2,000 00	
30. Other articles of equipment [harnesses],	100 00	
31. Total cost of equipment,		\$3,684 52
32. Average per mile of single track <i>operated</i> , not including sidings, &c.,	-	-
33. Total cost of railway and equipment,		31,998 52
34. Amount of sinking funds on hand to meet debt,	-	-
35. Property owned by company not needed for operating road,	-	-

Description of Railway.

36. Length of railway owned by company, with description of its several lines of track and branches, and length of each, [No branches. One turn-out 160 feet long; one side-track 100 feet long.]		2.69 miles.
37. Length of railway laid with double track,	None.	
38. Length of single track operated in one direction only,	None.	
39. Length of single track operated in both directions,		2.69 miles.
40. Aggregate length of switches, sidings, &c., except main track and branches,	260 feet.	
41. Total length of track, measured as single track,		2.74 miles.
42. Total length of track paved,	2,210 feet; flat rail.	
43. Weight of rail per yard, and description of rail,	41 lbs. wrought T rail.	
44. Length of railway belonging to other companies, measured as single track, not including sidings, &c., operated by this company, with description of same,		None.
45. Total length of single track, not including sidings, &c., operated by this company,		2.69 miles.

Miles Run, &c.

46. Total number of miles run during the year,*	18,598.66	
47. Average cost per mile run,	-	-
48. Total number of passengers carried in the cars,*	81,602	
49. Total number of round trips for the year,*	3,457	
50. Average number of passengers per round trip,*	23.60	
51. Rate of speed adopted, including stops,*	8 miles per hour.	
52. Number of persons regularly employed by company,	-	-
53. Rates of fare,*	{ 10 cts.; 12 tickets for \$1; half-way, 6 cents; 20 tickets for \$1.	

Expenses Charged to Capital Account for the Year.

54. Extension of tracks,	-	-
55. New horses,	-	-
56. New cars and other vehicles,	-	-
57. Land,	-	-
58. Buildings,	-	-
59. Total,	-	-

Expenses of Operating the Railway.

60. Repairs of road-bed and track,	{ The road is leased to and operated by D. D. Hart. See lease submitted with report of 1869.
61. Repairs of cars and other vehicles, harness and horseshoeing,	
62. Repairs of buildings,	

* Items taken from the books of the lessee.

63. Keeping good the stock of horses,	{	The road is leased to and operated by D. D. Hart. See lease submitted with report of 1869.	
64. Wages and salaries of all persons employed, excepting president, treasurer and superintendent, and their clerks,			
65. Provender,		—	—
66. United States taxes		—	—
67. State taxes,*		\$152 56	
68. Local taxes,*		26 60	
69. Rent and tolls paid other companies for use of their roads, specifying amount to each,		None.	
70. Amount paid other companies for use of bridges and ferries, specifying amount to each,		None.	
71. Insurance,*		36 00	
72. Damages for injuries to persons,		None.	
73. General salaries and office expenses, and all other expenses except interest not included above,		—	—
74. Total expense of operating,			\$215 16
75. Per mile of single track operated, not including sidings, &c.,		—	—
76. Percentage of expenses to income,		—	—
Revenue for the Year.			
77. Received from passengers on railways operated by this company, and for tickets sold,		—	—
[Received from the lessee,]		\$1,920 00	
78. Received from other railways, as tolls or rent, specifying amount from each,		None.	
79. Received for mails,		—	—
80. Received for sales of manure [balance of acc't],		15 00	
81. Total earnings,		—	—
82. Income from other sources,		22 93	
83. Total income,			\$1,957 98
84. Percentage of income to capital stock and debt,		—	—
85. Percentage of income to total means expended in construction, equipment and purchase,		—	—
Net Income, Dividends, &c.			
86. Total net income above operating expenses,			\$1,957 98
87. Percentage of net income to capital stock and debt,		—	—
88. Percentage of net income to total means expended in construction, equipment and purchase,		—	—
89. Paid for interest,		\$611 38	
90. Paid in dividends, per cent. for the year,		—	—
[Sundries,]		211 12	
91. Paid to sinking funds,†		1,130 00	
92. Balance for the year, or surplus,†			\$5 48
93. Surplus at commencement of year,		—	—
94. Total surplus,		—	—
Invested as follows, viz.:—			
Cash and loans,		—	—
Materials for repairs,		—	—
Other items,		—	—
95. Amount of unredeemed tickets at end of year,		—	—

* Items taken from the books of the lessee.

† Corrections have been made in this return too late to correct the abstract. [Com.

CASH ACCOUNT, OCTOBER 1, 1872.

Received from all sources,	\$1,957 98
Total amount paid out,	1,952 50
	<hr/>
Cash on hand,	\$5 48

General Balance Sheet at last Closing of Accounts.

DR.	
Construction,	\$28,310 00
Equipments,	3,688 52
Cash,	5 48
	<hr/>
	\$32,000 00
CR.	
Capital stock paid in,	\$21,000 00
Debts secured by mortgage,	8,000 00
Floating debt,	862 00
Profit and loss,	1,957 98
Profit and loss,	180 02
	<hr/>
	\$32,000 00

Name and Residence of Officers.

Moses F. Winn, *President*, North Woburn; Albert Thompson, *Treasurer*, North Woburn; Charles Bond, North Woburn; Charles Nichols, North Woburn; E. E. Thompson, North Woburn; D. D. Hart, Woburn; J. B. Winn, Woburn.

Proper Address for the Company.

NORTH WOBURN STREET RAILROAD COMPANY,
P. O. at NORTH WOBURN.

MOSES F. WINN,
J. B. WINN,
CHARLES BOND,
EDWARD E. THOMPSON,
ALBERT THOMPSON,
D. D. HART, *Lessee*,

Directors of the North Woburn Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. October 10, 1872. Then personally appeared the above-named D. D. Hart, and made oath to the truth of the foregoing statement by him subscribed.

ALBERT THOMPSON, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, SS. WOBURN, October 7, 1872. Then personally appeared M. F. Winn, J. B. Winn, Charles Bond, Edward E. Thompson and Albert Thompson, and severally made oath to the truth of the foregoing statement by them subscribed.

JOHN JOHNSON, *Justice of the Peace.*

REPORT

OF THE

SALEM STREET RAILWAY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

[Leased to and operated by a private party.]

Capital Stock and Debts.			
1. Capital stock authorized by charter,*		\$150,000 00	
2. Capital stock authorized by votes of company,	-	-	
3. Capital stock paid in,	-	-	
4. Capital stock paid in per mile of railway owned by company,	-	-	
5. Capital stock issued (par value of shares \$100),		150,000 00	
6. Funded debt, due June, 1885, 6 per cent. interest [assumed by the lessee],	\$35,900 00		
7. Funded debt, due , per cent. interest,	-	-	
8. Funded debt, due , per cent. interest,	-	-	
9. Unfunded debt incurred for construction, equipment or purchase,	-	-	
[Mortgage on dwelling-house, assumed by lessee,	1,800 00		
10. Total amount of debt [which is assumed by lessee],		37,700 00	
11. Amount of debt per mile of railway owned by company,		5,350 25	
12. Amount of income expended in construction, equipment and purchase [for the whole period not known],		19,497 52	
13. Total means expended in construction, equipment and purchase [reckoning the stock at par],	207,197 52		
14. Number of stockholders,		74	
Cost of Railway.			
Railways and Branches built by Company.			
15. Grading and paving,	This cannot be definitely answered, as the company has never had the data from the contractors.		
16. Track, including timber, rails, &c., and laying,			
17. Interest during construction, commissions, discounts, &c., allowed to contractors and others,			
18. Engineering, agencies, salaries and other expenses during construction,			
19. Total cost of construction,			
20. Average per mile of single track built by company, not including sidings, &c.,			
Other Railways and Branches purchased.			
21. , original cost purchased at			
22. Total cost to this company of railways and branches purchased,			
23. Total cost to this company of all railways built and purchased,			
24. Average per mile of single track, not including sidings,		\$25,963 36	

* The whole capital stock was issued to the contractors for building and equipping the road. Nothing was paid into the company's treasury, and no returns made by contractors.

Cost of Equipment.

25. Number of horses 54, cost [3 extra belonging to lessee cost \$508.20],*	} The Directors cannot give the cost for the reason given on the preceding page.	
26. Number of cars 20, cost,		
27. Number of other vehicles 14, cost,		
28. Land owned by company,		
29. Buildings owned by company,		
30. Other articles of equipment,		
31. Total cost of equipment,		
32. Average per mile of single track <i>operated</i> , not including sidings, &c.,		
33. Total cost of railway and equipment [reckoning stock at par],		\$203,734 52
34. Amount of sinking funds on hand to meet debt,	} Debt assumed by the lessee, both funded and floating.	
35. Property owned by company not needed for operating road [dwelling-house, mortgaged, not included in construction],		3,628 00

Description of Railway.

36. Length of railway owned by the company, with description of its several lines of track and branches, and length of each,	—	—
[From railroad bridge, Bridge Street, to Elliott Street, Beverly, laid chiefly with 42-lb. cast-iron saddle-rail,]	1.966 miles.	
[To Peabody, through Webster, Pleasant, Essex and Boston Streets, with 71-lb. cast-iron corrugated rail, and 30-lb. and 40-lb. T rail,]	2.251 miles.	
[North Salem track laid with 19-lb. O'Brien and 26-lb. T rail, wrought-iron,]	.987 miles.	
[So. Salem, with same rail as Beverly track,]	1.121 miles.	
[Essex Street Branch, from Pleasant Street to Webb Street,]	.217 mile.	
37. Length of railway laid with double track, . . . . .	.508 mile, nearly.	
38. Length of single track operated in one direction only,	None.	
39. Length of single track operated in both directions,	6.034 miles, nearly.	
40. Aggregate length of switches, sidings, &c., except main track and branches, . . . . .	.819 mile.	
41. Total length of track, measured as single track,	7.361 miles.	
42. Total length of track paved,	3.335 miles.	
43. Weight of rail per yard, and description of rail,	Given in No. 36 above.	
44. Length of railway belonging to other companies, measured as single track, not including sidings, &c., operated by this company, with description of same,	None.	
45. Total length of single track, not including sidings, &c., operated by this company,	6.542 miles.	

Miles Run, &c.

46. Total number of miles run during the year,*	155,689
47. Average cost per mile run,*	41.8 cents.
48. Total number of passengers carried in the cars,*	825,324
49. Total number of round trips for the year,*	43,489
50. Average number of passengers per round trip,*	18.98
51. Rate of speed adopted, including stops,*	5.5 miles per hour.
52. Number of persons regularly employed by company [lessee, 34; by company, 1],*	35

* The items marked with an asterisk are taken from the lessee's sworn return to the directors, as are also the items in the list of accidents, and the general balance sheet of the lessee's accounts.

53. Rates of fare [single fare, 10 cts.; single ticket, 7 cts.; coupon tickets, 16 for \$1, 50 for \$3. Branches,—package tickets, 30 for \$1, 14 for 50 cts.; single fare, 5 cts.].*

Expenses Charged to Capital Account for the Year.

54. Extension of tracks,	—	—
55. New horses [3 belonging to lessee],*	\$508 20	—
56. New cars and other vehicles,	—	—
57. Land,	—	—
58. Buildings,*	787 45	—
59. Total,*		\$1,295 65

Expenses of Operating the Railway.

60. Repairs of road-bed and tracks,*	\$28,029 22	—
61. Repairs of cars and other vehicles, harness and horseshoeing,*	6,828 93	—
62. Repairs of buildings,*	860 99	—
63. Keeping good the stock of horses,*	1,235 05	—
64. Wages and salaries of all persons employed, excepting president, treasurer and superintendent, and their clerks,*	12,150 33	—
65. Provender,*	10,254 52	—
66. United States taxes,	—	—
67. State taxes,	—	—
68. Local taxes,*	251 60	—
69. Rent and toll paid other companies for use of their roads, specifying amount to each,	—	—
70. Amount paid other companies for use of bridges and ferries, specifying amount to each,	—	—
71. Insurance,*	342 50	—
72. Damages for injuries to persons,*	66 75	—
73. General salaries and office expenses, and all other expenses except interest not included above,*	5,056 28	—
74. Total expense of operating,*		\$65,076 17
75. Per mile of single track operated, not including sidings, &c.*		8,781 02
76. Percentage of expenses to income,*		1.27 nearly.

Revenue for the Year.

77. Received from passengers on railways operated by this company, and for tickets sold,*	\$48,585 18	—
78. Received from other railways as tolls or rent, specifying amount from each,	—	—
79. Received for mails,	—	—
80. Received for sales of manure,*	1,068 33	—
81. Total earnings,*		\$49,653 51
82. Income from other sources,*		1,599 71
83. Total income,*		51,253 22
84. Percentage of income to capital stock and debt,	—	—
85. Percentage of income to total means expended in construction, equipment and purchase,	—	—

Net Income, Dividends, &c.

86. Total net income above operating expenses,*	—	—
87. Percentage of net income to capital stock and debt,	—	—

* The items marked with an asterisk are taken from the lessee's sworn return to the directors, as are also the items in the list of accidents, and the general balance sheet of the lessee's accounts.

88. Percentage of net income to total means expended in construction, equipment and purchase,	-	-
89. Paid for interest,*	\$2,257 25	-
90. Paid in dividends, per cent for the year,	-	-
91. Paid to sinking funds,*	1,300 00	-
92. Balance for the year, or surplus,*	-	-
93. Surplus at commencement of year,*	-	-
94. Total surplus,*	} None.	
Invested as follows, viz. :—		
Cash and loans,		
Materials for repairs,		
Other items,		
95. Amount of unredeemed tickets at end of year,*		\$688 46

General Balance Sheet at last Closing of Accounts.

Dr.

Real estate,	\$3,628 00
Construction account,	203,569 52
Asa P. Robinson,	1,145 50
Wm. R. L. Ward,	182 74
Cash,	50 00
	<hr/>
	\$208,575 76

Cr.

Capital stock,	\$150,000 00
Rents,	50 00
Profit and loss,	20,825 76
Bills payable,	1,800 00
Mortgage debt bonds,	35,900 00
	<hr/>
	\$208,575 76

GENERAL BALANCE SHEET AT LAST CLOSING OF ACCOUNTS OF JAMES P. ROBINSON, Lessee.

Dr.

Cash,	\$800 67
Horses (three),	508 20
Rolling stock (equipment),	5 42
Sinking fund,	1,300 00
Profit and loss,	67,530 11
	<hr/>
	\$70,144 40

Cr.

Bonds,	\$35,900 00
Notes payable,	2,100 00
Tickets unredeemed,	688 46
Creditors,	7,475 18
James P. Robinson,	23,737 76
Coupons,	195 00
Dividend,	48 00
	<hr/>
	\$70,144 40

* The items marked with an asterisk are taken from the lessee's sworn return to the directors, as are also the items in the list of accidents, and the general balance sheet of the lessee's accounts.

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCON- DUCT OR CARELESSNESS.		TOTAL	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . .	-	-	-	4	-	4
Employés, . . .	-	-	-	-	-	-
Others, . . .	-	-	-	-	-	-

Statement of each Accident.

May 8.—E. A. Bullock, wife and child slightly hurt by car running off track in Peabody.

May 21.—Benj. W. Bean was knocked down and run over by one-horse car on North Salem Branch. His foot was badly bruised.

September 11.—A woman, name unknown, was slightly injured by stepping off platform while the car was in motion.

September 25.—Jacob Stratton, of Ipswich, was thrown out of his wagon by carelessly colliding with a car.

Name and Residence of Officers.

Abner C. Goodell, Jr., *President*, Salem; William Mack, *Treasurer*, Salem; *Directors*.—A. C. Goodell, Jr., Salem; Asa P. Robinson, New York; William Mack, Salem; Henry Wheatland, Salem; Benjamin W. Russell, Salem.

Proper Address for the Company.

SALEM STREET RAILWAY, SALEM, MASS.

ABNER C. GOODELL, JR.,
W. MACK,
H. WHEATLAND,
B. W. RUSSELL,

Directors of the Salem Street Railway.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, SS. SALEM, November 6, 1872. Then personally appeared Abner C. Goodell, Jr., William Mack, Henry Wheatland and Benj. W. Russell, and severally made oath to the truth of the foregoing statement by them subscribed.

GEO. D. PHIPPEN, *Justice of the Peace.*

REPORT

OF THE

SOMERVILLE HORSE RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts.

1. Capital stock authorized by charter,	\$100,000 00
2. Capital stock authorized by votes of company,	98,000 00
3. Capital stock paid in,	98,000 00
4. Capital stock paid in per mile of railway owned by company,	26,126 16
5. Capital stock issued (par value of shares \$50),	-
6. Funded debt, due , per cent. interest,	None.
7. Funded debt, due , per cent. interest,	
8. Funded debt, due , per cent. interest,	
9. Unfunded debt, incurred for construction, equipment or purchase,	
10. Total amount of debt,	
11. Amount of debt per mile of railway owned by company,	42
12. Amount of income expended in construction, equipment and purchase,	
13. Total means expended in construction, equipment and purchase,	
14. Number of stockholders,	98,000 00

Cost of Railway.

Railways and Branches built by Company.

15. Grading and paving,	-	-
16. Track, including timber, rails, &c., and laying,	-	-
17. Interest during construction, commissions, discounts, &c., allowed to contractors and others,	-	-
18. Engineering, agencies, salaries and other expenses during construction,	-	-
19. Total cost of construction,		\$98,000 00
20. Average per mile of single track built by company, not including sidings, &c.,		26,126 16

Other Railways and Branches purchased.

21. , original cost , purchased at	None.	
22. Total cost to this company of railways and branches purchased,	-	-
23. Total cost to this company of all railways built and purchased,		98,000 00
24. Average per mile of single track, not including sidings,		26,126 16

Cost of Equipment.

25. Number of horses , cost,	} None.
26. Number of cars , cost,	

27. Number of other vehicles	}	No equipment.
28. Land owned by company,		
29. Buildings owned by company,		
30. Other articles of equipment,		
31. Total cost of equipment,		
32. Average per mile of single track <i>operated</i> , not including sidings, &c.,	}	\$98,000 00
33. Total cost of railway and equipment,		
34. Amount of sinking funds on hand to meet debt,		
35. Property owned by company not needed for operating road,	}	None.

Description of Railway.

36. Length of railway owned by company, with description of its several lines of track and branches, and length of each,	3.753 miles.	
[From Charlestown line on Washington St., Somerville, to Union Sq., operated by the Middlesex R. R. Co. From Cambridge line on Milk St., East Cambridge, to Union Sq., and from thence on Milk and Elm Sts., to Willow St., Somerville, operated by Union Railway Co.]		
37. Length of railway laid with double track,	None.	
38. Length of single track operated in one direction only,	-	-
39. Length of single track operated in both directions,	All.	
40. Aggregate length of switches, sidings, &c., except main track and branches,	-	-
41. Total length of track, measured as single track,	4.027 miles.	
42. Total length of track paved,	3.303 miles.	
43. Weight of rail per yard, and description of rail,	{	2.640 miles rolled iron, 48 lbs. 1.113 miles rolled iron, 28 lbs.
44. Length of railway belonging to other companies, measured as single track, not including sidings, &c., operated by this company, with description of same,		None.
45. Total length of single track, not including sidings, &c., operated by this company,	3.753 miles.	

Miles Run, &c.

46. Total number of miles run during the year,	}	Reported in Union Railway and Middlesex R. R. Companies' annual reports.
47. Average cost per mile run,		
48. Total number of passengers carried in the cars,		
49. Total number of round trips for the year,		
50. Average number of passengers per round trip,		
51. Rate of speed adopted, including stops,		
52. Number of persons regularly employed by company,		
53. Rates of fare,	}	

Expenses Charged to Capital Account for the Year.

[No change during the year past.]

Expenses of Operating the Railway.

[Paid by operating companies.]

Revenue for the Year.		
77. Received from passengers on railways operated by this company, and for tickets sold, . . .	-	-
78. Received from other railways, as tolls or rent, specifying amount from each,* . . .	\$5,650 00	
79. Received for mails,	-	-
80. Received for sales of manure,	-	-
81. Total earnings,		\$5,650 00
82. Income from other sources,	-	-
83. Total income,	-	-
84. Percentage of income to capital stock and debt,	-	-
85. Percentage of income to total means expended in construction, equipment and purchase,	-	-
Net Income, Dividends, &c.		
86. Total net income above operating expenses,		\$5,650 00
87. Percentage of net income to capital stock and debt,	-	-
88. Percentage of net income to total means expended in construction, equipment and purchase,	-	-
89. Paid for interest,	-	-
90. Paid in dividends, 5.76 per cent. for the year,	\$5,650 00	
91. Paid to sinking funds,	-	-
92. Balance for the year, or surplus,	-	-
93. Surplus at commencement of year,	-	-
94. Total surplus,	-	-
Invested as follows, viz.:—		
Cash and loans,	-	-
Materials for repairs,	-	-
Other items,	-	-
95. Amount of unredeemed tickets at end of year,		None.

General Balance Sheet at last Closing of Accounts.

DR.		
Construction,		\$98,000 00
CR.		
Capital stock,		\$98,000 00

Name and Residence of Officers.

Directors.—Sam'l E. Sewall, *President*, Melrose; Charles E. Powers, Boston; Reuben E. Demmon, Boston; Enoch Robinson, Somerville; Geo. O. Brastow, Somerville. Geo. W. Palmer, *Treasurer and Clerk*, Boston.

Proper Address for the Company.

SOMERVILLE HORSE RAILROAD COMPANY, 27 TREMONT ROW, BOSTON.

CHARLES E. POWERS,
GEO. O. BRASTOW,
ENOCH ROBINSON,
S. E. SEWALL,

Directors of the Somerville Horse Railroad Company.

* The road is leased for six per cent. per annum on its capital stock, *net*. All taxes, &c., paid by lessee.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 15, 1872. Then personally appeared Samuel E. Sewall, and made oath to the truth of the foregoing statement by him subscribed.

GEO. A. DARY, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 15, 1872. Then personally appeared the within-named Chas. E. Powers, Geo. O. Brastow and Enoch Robinson, and severally oath that the within statement subscribed by them is true, to the best of their knowledge and belief.

H. N. WILDER, *Justice of the Peace.*

R E P O R T

OF THE

SOUTH BOSTON STREET RAILWAY COMPANY.,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts.

1. Capital stock authorized by charter,	\$450,000 00
2. Capital stock authorized by votes of company,	450,000 00
3. Capital stock paid in,	450,000 00
4. Capital stock paid in per mile of railway owned by company,	-
5. Capital stock issued (par value of shares \$50),	450,000 00
6. Funded debt, due, per cent. interest,	-
7. Funded debt, due, per cent. interest,	-
8. Funded debt, due, per cent. interest,	-
9. Unfunded debt, incurred for construction, equipment or purchase,	-
10. Total amount of debt,	-
11. Amount of debt per mile of railway owned by company,	-
12. Amount of income expended in construction, equipment and purchase,	-
13. Total means expended in construction, equipment and purchase,	440,323 00
14. Number of stockholders,	140

Cost of Railway.

Railways and Branches built by Company.

15. Grading and paving,	} \$140,859 32	
16. Track, including timber, rails, &c., and laying,		
17. Interest during construction, commissions, discounts, &c., allowed to contractors and others,	} 39,677 10	
18. Engineering, agencies, salaries and other expenses during construction,		
19. Total cost of construction,		180,536 42
20. Average per mile of single track, built by company, not including sidings, &c.,		25,249 85

Other Railways and Branches purchased.

21., original cost, purchased at	-	-
22. Total cost to this company of railways and branches purchased,	-	-
23. Total cost to this company of all railways built and purchased,	-	-
24. Average per mile of single track, not including sidings,	-	-

Cost of Equipment.

25. Number of horses 300, cost,	\$41,695 00
26. Number of cars 52, cost,	46,028 00

27. Number of other vehicles 40, cost,	\$20,965 00	
28. Land owned by company,	} 108,883 02	
29. Buildings owned by company,		
30. Other articles of equipment,		42,215 56
31. Total cost of equipment,		\$259,786 58
32. Average per mile of single track <i>operated</i> , not including sidings, &c.,		36,333 79
33. Total cost of railway and equipment,		440,323 00
34. Amount of sinking funds on hand to meet debt,	-	-
35. Property owned by company not needed for operating road,	-	-

Description of Railway.

36. Length of railway owned by company, with description of its several lines of track and branches, and length of each,	5.92 miles.	
[Main line, City Point to Washington St., including branch,]	3 miles.	
[Bay View line, Broadway at K St., through K, Eighth, E, Sixth, Fourth and C Sts.,]	2.92 miles.	
37. Length of railway laid with double track, . .	1.86 miles.	
38. Length of single track operated in one direction only,	1.02 miles.	
39. Length of single track operated in both directions,	2.41 miles.	
40. Aggregate length of switches, sidings, &c., except main track and branches, . . . . .	.53 mile.	
41. Total length of track, measured as single track,	7.68 miles.	
42. Total length of track paved,	All paved.	
43. Weight of rail per yard, and description of rail,	{ Wrought iron, 45, 55 and 56 lbs.	
44. Length of railway belonging to other companies, measured as single track, not including sidings, &c., operated by this company, with description of same,		-
45. Total length of single track, not including sidings, &c., operated by this company,		7.15 miles.

Miles Run, &c.

46. Total number of miles run during the year, . .	696,421.9	
47. Average cost per mile run,	Nearly 36 cts.	
48. Total number of passengers carried in the cars,	5,509,457	
49. Total number of round trips for the year,	121,696	
50. Average number of passengers per round trip, . .	45.27	
51. Rate of speed adopted, including stops,	5 miles.	
52. Number of persons regularly employed by company,	184	
53. Rates of fare,	{ Single fare, 6 cents; five tickets for 25 cents.	

Expenses Charged to Capital Account for the Year.

54. Extension of tracks,	\$9,500 46	
55. New horses,	-	-
56. New cars and other vehicles,	-	-
57. Land,	538 93	
58. Buildings,	15,871 54	
59. Total,		\$25,910 93

Expenses of Operating the Railway.

60. Repairs of road-bed and tracks,	\$21,195 12	
61. Repairs of cars and other vehicles, harness and horseshoeing,	23,031 73	

62. Repairs of buildings,	\$5,104 95	
63. Keeping good the stock of horses,	10,550 09	
64. Wages and salaries of all persons employed, excepting president, treasurer and superintendent, and their clerks,	106,420 61	
65. Provender,	48,354 48	
66. United States taxes,	—	—
67. State taxes,	7,043 06	
68. Local taxes,	1,118 74	
69. Rent and tolls paid other companies for use of their roads, specifying amount to each [Metropolitan R. R. Co.],	7,056 60	
70. Amount paid other companies for use of bridges and ferries, specifying amount to each,	—	—
71. Insurance,	1,154 63	
72. Damages for injuries to persons,	488 50	
73. General salaries and office expenses, and all other expenses except interest not included above,	18,352 98	
74. Total expenses of operating,		\$249,871 49
75. Per mile of single track operated, not including sidings, &c.,		34,947 06
76. Percentage of expenses to income, . . . . .	.84	
Revenue for the Year.		
77. Received from passengers on railways operated by this company, and for tickets sold,	\$290,788 51	
78. Received from other railways as tolls or rent, specifying amount from each,	—	—
79. Received for mails,	—	—
80. Received for sales of manure [and car advertising],	3,585 00	
81. Total earnings,		\$294,373 51
82. Income from other sources,		2,198 63
83. Total income,		296,572 14
84. Percentage of income to capital stock and debt, . . . . .	.66	
85. Percentage of income to total means expended in construction, equipment and purchase, . . . . .	.67	
Net Income, Dividends, &c.		
86. Total net income above operating expenses,		\$46,700 65
87. Percentage of net income to capital stock and debt, . . . . .	.104	
88. Percentage of net income to total means expended in construction, equipment and purchase, . . . . .	.106	
89. Paid for interest,	—	—
90. Paid in dividends, 10 per cent. for the year,	\$45,576 92	
91. Paid to sinking funds,	—	—
92. Balance for the year, or surplus,		1,123 73
93. Surplus at commencement of year,		17,051 89
94. Total surplus,*		18,175 62
Invested as follows, viz.:—		
Cash and loans,	18,175 62	
Materials for repairs,	—	—
Other items,	—	—
95. Amount of unredeemed tickets at end of year,		1,723 76

* Total surplus as per balance sheet, \$20,028.47. [Com.]

General Balance Sheet at last Closing of Accounts.

DR.

Real estate,	\$108,883 02
Construction,	180,536 42
Equipment,	150,903 56
Bills receivable,	26,952 47
Cash,	2,753 00

\$470,028 47

CR.

Capital stock,	\$450,000 00
Profit and loss,	20,028 47
	<hr/>
	\$470,028 47

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCON- DUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	1	-	9	-	10
Employés,	-	-	-	-	-	-
Others,	-	-	1	1	1	1

Statement of each Accident.

October 16, 1871.—A man, intoxicated, attempting to enter car by the front platform, fell under the car, the wheel caught his pants, but the car was stopp'd so quickly, he was taken out little injured.

October 18.—A man, leaving car incautiously, was struck by the pole of a car moving in the opposite direction, knocked down, passed over by the horses, and struck by the brake-rod, but was taken out slightly hurt.

October 22.—A lady passenger jumped from a car in motion, but was not seriously hurt.

November 11.—A man, somewhat under the influence of intoxicating liquor, in crossing the street in front of a car in motion, caught hold of the pole and fell, somewhat bruising his face.

November 19.—A man, apparently affected by strong drink, fell from car and was somewhat hurt.

July 5, 1872.—By a collision of cars moving in opposite directions, a passenger was somewhat injured in his arm.

July 25.—A lady passenger, attempting to leave car in motion, fell, and was injured.

August 4.—A man, partially intoxicated, leaving car while in motion, fell headlong, somewhat bruising his face.

August 9.—Car came in collision with a team, throwing two men out, one of whom was slightly hurt.

September 21.—A man jumped from the car, backwards, while it was in motion, and fell, injuring him slightly.

September 22.—A gentlemen, leaving car by the front platform, the car being in motion, jumped off backward and fell, receiving slight injury.

September 26.—A man, crossing the street without due care, in front of a car in motion, and affected by strong drink, was knocked down, and the forward wheels passed over him. Death ensued. Coroner's jury exonerated company and employes.

Name and Residence of Officers.

Seth Adams, *President*, Newton Corner; J. C. Gipson, *President, pro tem.*, Newton Centre; Julius Adams, Boston; E. H. Baker, Boston; D. L. Bradford, Boston; Wm. Parsons, Boston; S. E. Westcott, Boston. Robert Johnson, *Superintendent*, Boston; H. P. Hanson, *Clerk and Treasurer*, Boston.

Proper Address for the Company.

SOUTH BOSTON RAILROAD COMPANY, SOUTH BOSTON.

J. C. GIPSON,
E. H. BAKER,
D. L. BRADFORD,
JULIUS ADAMS,

Directors of the South Boston Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. October 31, 1872. Then personally appeared J. C. Gipson, E. H. Baker, D. L. Bradford and Julius Adams, a majority of the directors of the South Boston Railroad Company, and severally made oath to the truth of the foregoing statement by them subscribed.

H. P. HANSON, *Justice of the Peace.*

REPORT

OF THE

SPRINGFIELD STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts.

1. Capital stock authorized by charter,		\$100,000 00
2. Capital stock authorized by votes of company,		50,000 00
3. Capital stock paid in,		50,000 00
4. Capital stock paid in per mile of railway owned by company,	-	-
5. Capital stock issued (par value of shares \$100),	-	-
6. Funded debt, due , per cent. interest,	-	-
7. Funded debt, due , per cent. interest,	-	-
8. Funded debt, due , per cent. interest,	-	-
9. Unfunded debt, incurred for construction, equipment or purchase,	\$2,400 00	
10. Total amount of debt,		2,400 00
11. Amount of debt per mile of railway owned by company,	-	-
12. Amount of income expended in construction, equipment and purchase,		13,630 88
13. Total means expended in construction, equipment and purchase,		66,030 88
14. Number of stockholders,	49	

Cost of Railway.*Railways and Branches built by Company.*

15. Grading and paving [done by the contractor, for laying the track],	-	-
16. Track, including timber, rails, &c., and laying,	-	-
17. Interest during construction, commissions, discounts, &c., allowed to contractors and others [no commissions or discounts made or allowed to any person],	-	-
18. Engineering, agencies, salaries and other expenses during construction [no separate account],	-	-
19. Total cost of construction,		\$37,674 89
20. Average per mile of single track built by company, not including sidings, &c.,	-	-

Other Railways and Branches purchased.

21. , original cost , purchased at	None.	
22. Total cost to this company of railways and branches purchased,	-	-
23. Total cost to this company of all railways built and purchased,		37,674 89
24. Average per mile of single track, not including sidings,		13,953 66

Cost of Equipment.

25. Number of horses, 32, cost,	\$6,053 20	
26. Number of cars, 6, cost,	6,526 15	
27. Number of other vehicles 6, cost,	1,677 60	
28. Land owned by company,	12,796 35	
29. Buildings owned by company,		
30. Other articles of equipment,	1,302 59	
31. Total cost of equipment,		\$23,355 99
32. Average per mile of single track <i>operated</i> , not including sidings, &c.,	-	-
33. Total length of railway and equipment,		66,030 88
34. Amount of sinking funds on hand to meet debt,	-	-
35. Property owned by company not needed for operating road,	-	-

Description of Railway.

36. Length of railway owned by company, with description of its several lines of track and branches, and length of each,		2.70 miles.
[From the station North Main St., on Main St. to State St., thence on State St. to Oak St.]		
37. Length of railway laid with double track,	-	-
38. Length of single track operated in one direction only,	-	-
39. Length of single track operated in both directions,		2.70 miles.
40. Aggregate length of switches, sidings, &c., except main track and branches, . . . . .	.31 mile.	
41. Total length of track, measured as single track,		3.02 miles.
42. Total length of track paved [and macadam],	2.04 miles.	
43. Weight of rail per yard, and description of rail,	{ Wrought iron, 33 lbs. to yard.	
44. Length of railway belonging to other companies, measured as single track, not including sidings, &c., operated by this company, with description of same,		-
45. Total length of single track, not including sidings, &c., operated by this company,		2.70 miles.

Miles Run, &c.

46. Total number of miles run during the year,		69,072
47. Average cost per mile run,	32.80 cents.	
48. Total number of passengers carried in the cars,		332,042
49. Total number of round trips for the year,		17,268
50. Average number of passengers per round trip,	19.22	
51. Rate of speed adopted, including stops,	5 miles.	
52. Number of persons regularly employed by company,		15
53. Rates of fare [adult tickets],	16 for \$1	
[School and children's tickets,]	24 for \$1	

Expenses Charged to Capital Account for the Year.

54. Extension of tracks [paving, \$325.39; sundry equipment, \$120.15],	\$445 54	
55. New horses,	280 00	
56. New cars and other vehicles,	-	-
57. Land,	-	-
58. Buildings,	224 38	
59. Total,		\$949 92

Expenses of Operating the Railway.

60. Repairs of road-bed and track,	\$381 25	
61. Repairs of cars and other vehicles, harness and horseshoeing,	1,870 21	

62. Repairs of buildings [\$76.37; renewal of stable floors and extension of car-house, \$1,748.60],	\$1,824 97	
63. Keeping good the stock of horses [and renewal of cars and other vehicles],	2,851 40	
64. Wages and salaries of all persons employed, excepting president, treasurer and superintendent, and their clerks,	8,136 32	
65. Provender,	5,055 18	
66. United States taxes,	-	-
67. State taxes,	390 85	
68. Local taxes,	130 91	
69. Rent and tolls paid other companies for use of their roads, specifying amount to each,	-	-
70. Amount paid other companies for use of bridges and ferries, specifying amount to each,	-	-
71. Insurance,	25 00	
72. Damages for injuries to persons,	-	-
73. General salaries and office expenses, and all other expenses except interest not included above [incidental expense, and working],	1,991 36	
74. Total expenses of operating,		\$22,657 45
75. Per mile of single track operated, not including sidings, &c.,		8,391 64
76. Percentage of expenses to [gross] income, . . . . .	.9338	

Revenue for the Year.

77. Received from passengers on railways operated by this company, and for tickets sold,	\$22,952 22	
78. Received from other railways, as tolls or rent, specifying amount from each,	-	-
79. Received for mails,	-	-
80. Received for sales of manure,	391 36	
81. Total earnings,		\$23,343 58
82. Income from other sources,		918 70
83. Total income,		24,262 28
84. Percentage of [total] income to capital stock and debt,	46.30	
85. Percentage of income to total means expended in construction, equipment and purchase,	36.74	

Net Income, Dividends, &c.

86. Total net income above operating expenses [and renewals],		\$1,604 83
87. Percentage of net income to capital stock and debt, . . . . .	.0306	
88. Percentage of net income to total means expended in construction, equipment and purchase, . . . . .	.0243	
89. Paid for interest,	\$554 10	
90. Paid in dividends per cent. for the year,	-	-
91. Paid to sinking funds,	-	-
92. Balance for the year, or surplus,*		1,050 73
93. Surplus at commencement of year,*	-	-
94. Total surplus,*		102 79
Invested as follows, viz. :—		
Cash and loans [cash],	102 79	
Materials for repairs,	-	-
Other items,	-	-
95. Amount of unredeemed tickets at end of year,		713 20

* Total surplus as per balance sheet, \$13,020.47; surplus for the year as per comparison of balance sheets of 1871 and 1872, \$5,612.10. The property of the company in excess of its stock and debt, is deemed its total surplus. [Com.]

General Balance Sheet.

Dr.

SEPTEMBER 30, 1871.

Cash on hand,	\$1 98
Real estate,	12,571 97
Construction,	37,349 50
Car equipment,	6,526 15
Horse equipment,	5,773 30
Omnibus and sleigh equipment,	1,677 60
Sundry equipment,	1,182 44
	<hr/>
	\$65,082 94

Cr.

Capital stock,	\$50,000 00
Floating debt,	7,000 00
Unredeemed tickets,	674 57
Renewal,	3,945 08
Profit and loss,	3,463 29
	<hr/>
	\$65,082 94

Dr.

SEPTEMBER 30, 1872.

Cash on hand,	\$102 79
Real estate,	12,796 35
Construction,	37,674 89
Car equipment,	6,526 15
Omnibus and sleigh equipment,	1,677 60
Sundry equipment,	1,302 59
Horse equipment,	6,053 30
	<hr/>
	\$66,133 67

Cr.

Capital stock,	\$50,000 00
Floating debt,	2,400 00
Unredeemed tickets,	713 20
General renewal,	1,748 60
Renewal,	6,796 48
Profit and loss,	4,475 39
	<hr/>
	\$66,133 67

Name and Residence of Officers.

G. M. Atawer, *President* and *Treasurer*, Springfield, Mass.; J. E. Smith, *Superintendent*, Springfield, Mass.

Proper Address for the Company.

SPRINGFIELD STREET RAILWAY COMPANY, SPRINGFIELD, MASS.

G. M. ATWATER,
C. L. COVELL,
H. W. PHELPS,
HOMER FOOT,

Directors of the Springfield Street Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN COUNTY, ss. November 27, 1872. Then personally appeared Geo. M. Atwater, C. L. Covell and Homer Foot, and severally made oath to the truth of the foregoing statement by them subscribed.

N. A. LEONARD, *Justice of the Peace.*

REPORT

OF THE

STONEHAM STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.*

[Leased to and operated by a private party.]

Capital Stock and Debts.		
1. Capital stock authorized by charter,		\$50,000 00
2. Capital stock authorized by votes of company,		33,000 00
3. Capital stock paid in,		33,000 00
4. Capital stock paid in per mile of railway owned by company,		13,200 00
5. Capital stock issued (par value of shares),	-	-
6. Funded debt, due per cent. interest,	-	-
7. Funded debt, due per cent. interest,	-	-
8. Funded debt, due per cent. interest,	-	-
9. Unfunded debt, incurred for construction, equipment or purchase,	-	-
10. Total amount of debt,		750 00
11. Amount of debt per mile of railway owned by company,	-	-
12. Amount of income expended in construction, equipment and purchase,		*8,219 44
13. Total means expended in construction, equipment and purchase,		*41,969 44
14. Number of stockholders,	13	
Cost of Railway.		
<i>Railways and Branches built by Company.</i>		
15. Grading and paving,	}	All built by contract.
16. Track, including timber, rails, &c., and laying,		
17. Interest during construction, commissions, discounts, &c., allowed to contractors and others,		
18. Engineering, agencies, salaries and other expenses during construction,	-	-
19. Total cost of construction,		\$33,000 00
20. Average per mile of single track built by company, not including sidings, &c.,	-	-
<i>Other Railways and Branches purchased.</i>		
21. , original cost , purchased at	-	-
22. Total cost to this company of railways and branches purchased,	-	-
23. Total cost to this company of all railways built and purchased,		33,000 00
24. Average per mile of single track, not including sidings,		13,200 00

* Corrected after abstract was printed. [Com.

Cost of Equipment.

25. Number of horses 20, cost [belong to lessee], . . .	-	-
26. Number of cars 5, cost [owned by the railroad], . . .	\$4,682	50
27. Number of other vehicles, . . . cost, . . .	1,061	94
28. Land owned by company,	}	3,225 00
29. Buildings owned by company,		
30. Other articles of equipment,	-	-
31. Total cost of equipment,		\$8,969 44
32. Average per mile of single track <i>operated</i> , not including sidings, &c.,	-	-
33. Total cost of railway and equipment,	-	41,969 44
34. Amount of sinking funds on hand to meet debt,	-	-
35. Property owned by company not needed for operating road,	-	-

Description of Railway.

36. Length of railway owned by company, with description of its several lines of track and branches, and length of each,		2.5 miles.
37. Length of railway laid with double track,	None.	
38. Length of single track operated in one direction only,	None.	
39. Length of single track operated in both directions,	2½ miles.	
40. Aggregate length of switches, sidings, &c., except main track and branches,	200 feet.	
41. Total length of track, measured as single track,		2.53
42. Total length of track paved,	-	-
43. Weight of rail per yard, and description of rail,	33 lbs., wrought iron.	
44. Length of railway belonging to other companies, measured as single track, not including sidings, &c., operated by this company, with description of same,		None.
45. Total length of single track, not including sidings, &c., operated by this company [operated by lessee],		2.5 miles.

Miles Run, &c.

46. Total number of miles run during the year,		40,000
47. Average cost per mile run,	34.75	
48. Total number of passengers carried in the cars,		177,702
49. Total number of round trips for the year,		8,000
50. Average number of passengers per round trip,	22.2	
51. Rate of speed adopted, including stops,	6 miles.	
52. Number of persons regularly employed by company,	-	-
53. Rates of fare,	10 cents.	

Expenses Charged to Capital Account for the Year.

54. Extension of tracks,	-	-
55. New horses,	-	-
56. New cars and other vehicles [new car],	\$1,150	00
57. Land,	-	-
58. Buildings,	-	-
59. Total,		\$1,150 00

Expenses of Operating the Railway.*

60. Repairs of road-bed and tracks,	\$885	50
61. Repairs of cars and other vehicles, harness and horseshoeing,	1,207	11
62. Repairs of buildings,	113	13

* From lessee's books.

63. Keeping good the stock of horses,	-	-
64. Wages and salaries of all persons employed, excepting president, treasurer and superintendent, and their clerks,	\$5,583 96	
65. Provender,	4,011 84	
66. United States taxes,	-	-
67. State taxes,	76 28	
68. Local taxes,	50 00	
69. Rent and tolls paid other companies for use of their roads, specifying amount to each,	None.	
70. Amount paid other companies for use of bridges and ferries, specifying amount to each,	None.	
71. Insurance,	100 00	
72. Damages for injuries to persons,	None.	
73. General salaries and office expenses, and all other expenses except interest not included above,	1,868 53	
74. Total expense of operating,		\$13,896 35
75. Per mile of single track operated, not including sidings, &c.,		5,558 55
76. Percentage of expenses to income,	-	-
Revenue for the Year.*		
77. Received from passengers on railways operated by this company, and for tickets sold,	\$15,090 02	
78. Received from other railways as tolls or rent, specifying amount from each,	None.	
79. Received for mails,	150 00	
80. Received for sales of manure,	150 00	
81. Total earnings,		\$15,390 02
82. Income from other sources,		None.
83. Total income,		15,390 02
84. Percentage of income to capital stock and debt,	-	-
85. Percentage of income to total means expended in construction, equipment and purchase,	-	-
Net Income, Dividends, &c.		
86. Total net income above operating expenses [as per lessee's report],		\$1,493 67
87. Percentage of net income to capital stock and debt,	-	-
88. Percentage of net income to total means expended in construction, equipment and purchase,	-	-
[Rent from lessee,]		1,500 00
89. Paid for interest,	-	-
90. Paid in dividends, per cent. for the year,	-	-
91. Paid to sinking funds,	-	-
[Paid treasurer,]	\$75 00	
[Other expenses,]	75 00	
		150 00
92. Balance for the year, or surplus,		1,350 00
93. Surplus at commencement of year,	-	-
94. Total surplus,	-	-
Invested as follows, viz. :—		
Cash and loans,	-	-
Materials for repairs,	-	-
Other items,	-	-
95. Amount of unredeemed tickets at end of year,	-	-

* From the books of the lessee.

General Balance Sheet at last Closing of Accounts.

DR.	
Construction,	\$33,000 00
Equipments,	8,969 44
	<hr/>
	\$41,969 44
CR.	
Capital stock,	\$33,000 00
Debts,	750 00
Earnings applied to construction,	8,219 44
	<hr/>
	\$41,969 44

Name and Residence of Officers.

John Hill, *President*, Stoneham; Lyman Dike, *Treasurer and Clerk*, Stoneham.

Proper Address for the Company.

STONEHAM STREET RAILROAD COMPANY, STONEHAM, MASS.

JOHN HILL,
LUTHER HILL,
WILLIAM TIDD, JR.,
GEO. W. DIKE,
WM. HURD,
A. V. LYNDE,

Directors of the Stoneham Street Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. November 27, 1872. Then personally appeared John Hill, Luther Hill, Wm. Tidd, Jr., Geo. W. Dike, Wm. Hurd and A. V. Lynde, and severally made oath to the truth of the foregoing statement by them subscribed.

LYMAN DIKE, *Justice of the Peace.*

REPORT

OF THE

TAUNTON STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

[From Sept. 23, 1871, to Sept. 30, 1872.]

Capital Stock and Debts.

1. Capital stock authorized by charter,		\$75,000 00
2. Capital stock authorized by votes of company,		40,000 00
3. Capital stock paid in,		40,000 00
4. Capital stock paid in per mile of railway owned by company,		9,779 94
5. Capital stock issued (par value of shares \$100),		40,000 00
6. Funded debt, due , per cent. interest,	-	-
7. Funded debt, due , per cent. interest,	-	-
8. Funded debt, due , per cent. interest,	-	-
9. Unfunded debt, incurred for construction, equipment or purchase,	\$7,500 00	
10. Total amount of debt,		7,500 00
11. Amount of debt per mile of railway owned by company,		1,833 74
12. Amount of income expended in construction, equipment and purchase,		5,914 33
13. Total means expended in construction, equipment and purchase,		53,414 33
14. Number of stockholders,	120	

Cost of Railway.*Railways and Branches built by Company.*

15. Grading and paving,	-	-
16. Track, including timber, rails, &c., and laying,	\$26,627 77	
17. Interest during construction, commissions, discounts, &c., allowed to contractors and others,	-	-
18. Engineering, agencies, salaries and other expenses during construction,	475 00	
19. Total cost of construction,		\$27,102 77
20. Average per mile of single track built by company, not including sidings, &c.,		6,626 61

Other Railways and Branches purchased.

21. , original cost , purchased at	-	-
22. Total cost to this company of railways and branches purchased,	-	-
23. Total cost to this company of all railways built and purchased,	-	-
24. Average per mile of single track, not including sidings,	-	-

Cost of Equipment.

25. Number of horses 35, cost	\$6,437 50
26. Number of cars 8, cost,	8,400 00

27. Number of other vehicles 1, cost,	\$500 00	
28. Land owned by company,	—	—
29. Buildings owned by company,	9,253 59	
30. Other articles of equipment,	1,720 47	
31. Total cost of equipment,		\$26,311 56
32. Average per mile of single track <i>operated</i> , not including sidings, &c.,	—	—
33. Total cost of railway and equipment,		53,414 33
34. Amount of sinking funds on hand to meet debt,	—	—
35. Property owned by company not needed for operating road,	—	—

Description of Railway.

36. Length of railway owned by company, with description of its several lines of track and branches, and length of each,	4.09	
[From Weir, through City Square, Hopewell and Brittanville to Whittenton.]		
37. Length of railway laid with double track,	—	—
38. Length of single track operated in one direction only,	—	—
39. Length of single track operated in both directions,	4.09	
40. Aggregate length of switches, sidings, &c., except main track and branches, . . . . .	.228	
41. Total length of track, measured as single track,		4.318
42. Total length of track paved,	—	—
43. Weight of rail per yard, and description of rail,	24lb; O'Brian crescent.	
44. Length of railway belonging to other companies, measured as single track, not including sidings, &c., operated by this company, with description of same,	—	—
45. Total length of single track, not including sidings, &c., operated by this company,		4.09

Miles Run, &c.

46. Total number of miles run during the year,		80,192
47. Average cost per mile run,	19 cents.	
48. Total number of passengers carried in the cars,		329,862
49. Total number of round trips for the year,		14,069
50. Average number of passengers per round trip,	23	
51. Rate of speed adopted, including stops,	5 miles per hour.	
52. Number of persons regularly employed by company,		12
53. Rates of fare,	8 cts., single; 17 for \$1.	

Expenses Charged to Capital Account for the Year.

54. Extension of tracks,	—	—
55. New horses,	—	—
56. New cars and other vehicles,	—	—
57. Land,	—	—
58. Buildings,	—	—
59. Total,	—	—

Expenses of Operating the Railway.

60. Repairs of road-bed and track,	\$600 00	
61. Repairs of cars and other vehicles, harness and horseshoeing,	500 00	
62. Repairs of buildings,	—	—
63. Keeping good the stock of horses,	—	—
64. Wages and salaries of all persons employed, excepting president, treasurer and superintendent, and their clerks,	7,443 94	

65. Provender,	\$4,956 82	
66. United States taxes	-	-
67. State taxes,	559 40	
68. Local taxes,	18 23	
69. Rent and tolls paid other companies for use of their roads, specifying amount to each, . . .	-	-
70. Amount paid other companies for use of bridges and ferries, specifying amount to each, . . .	-	-
71. Insurance,	97 75	
72. Damages for injuries to persons,	-	-
73. General salaries and office expenses, and all other expenses except interest not included above,	1,373 32	
74. Total expense of operating,		\$15,549 46
75. Per mile of single track operated, not including sidings, &c.,		3,800 18
76. Percentage of expenses to income,		72.52 per cent.

Revenue for the Year.

77. Received from passengers on railways operated by this company, and for tickets sold, . . .	-	-
78. Received from other railways, as tolls or rent, specifying amount from each,	-	-
79. Received for mails,	-	-
80. Received for sales of manure,	-	-
81. Total earnings,	-	-
82. Income from other sources,	-	-
83. Total income,		\$21,346 19
84. Percentage of income to capital stock and debt,		44.93 per cent.
85. Percentage of income to total means expended in construction, equipment and purchase, . .		39.96 per cent.

Net Income, Dividends, &c.

86. Total net income above operating expenses, . .		\$5,796 73
87. Percentage of net income to capital stock and debt,		12.20 per cent.
88. Percentage of net income to total means ex- pended in construction, equipment and pur- chase,		10.85 per cent.
89. Paid for interest,	\$57 42	
90. Paid in dividends, per cent. for the year, . .	-	-
91. Paid to sinking funds,	-	-
92. Balance for the year, or surplus,		5,796 73
93. Surplus at commencement of year,	-	-
94. Total surplus,		5,796 73
Invested as follows, viz.:—		
Cash and loans,	-	-
Materials for repairs,	-	-
Other items [construction],	5,796 73	
95. Amount of unredeemed tickets at end of year,		140 00

General Balance Sheet at last Closing of Accounts.

SEPTEMBER 30, 1872.

DR.		
Capital stock,		\$40,000 00
Notes payable,		7,500 00
Surplus,		5,796 73
Cash overdrawn,		117 60
		<hr/>
		\$53,414 33

	CR.	
Construction,		\$27,102 77
Equipment,		26,311 56
		<hr/> \$53,414 33

Proper Address for the Company.

TAUNTON STREET RAILWAY COMPANY, TAUNTON, MASS.

WM. C. LOVERING,
H. J. FULLER,
A. J. BARKER,
GARDNER JONES,
HENRY M. LOVERING,
HENRY G. REED,

Directors of the Taunton Street Railway Company.

COMMONWEALTH OF MASSACHUSETTS,

BRISTOL, ss. November 5, 1872. Then personally appeared Wm. C. Lovering, H. J. Fuller, A. J. Barker, Gardner Jones, Henry M. Lovering, Henry G. Reed, and severally made oath to the truth of the foregoing statement by them subscribed.

HENRY WILLIAMS, *Justice of the Peace.*

REPORT

OF THE

UNION STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts.

1. Capital stock authorized by charter,	\$500,000 00	
2. Capital stock authorized by votes of company,	400,000 00	
3. Capital stock paid in,	355,500 00	
4. Capital stock paid in per mile of railway owned by company,		} This company does not own any tracks.
5. Capital stock issued (par value of shares \$100),	355,500 00	
6. Funded debt, due January 1, 1879, 8 per cent. interest,	\$17,500 00	
7. Funded debt, due per cent. interest,	—	—
8. Funded debt, due per cent. interest,	—	—
9. Unfunded debt incurred for construction, equipment or purchase,	132,107 70	
10. Total amount of debt,		149,607 70
11. Amount of debt per mile of railway owned by company,		} This company does not own any tracks.
12. Amount of income expended in construction, equipment and purchase,		
13. Total means expended in construction, equipment and purchase,		Nothing.
14. Number of stockholders,	71	445,494 36

Cost of Railway.

[The Union Company does not own any tracks in the highways, but leases those of the Cambridge, Arlington, and a portion of the Somerville R. R. Co.]

Cost of Equipment.

25. Number of horses 693, cost,	\$90,090 00	
26. Number of cars 97, cost,	61,260 50	
27. Number of other vehicles 17, cost,	600 00	
28. Land owned by company,	134,330 75	
29. Buildings owned by company,	118,946 32	
30. Other articles of equipment,	40,266 79	
31. Total cost of equipment,		\$445,494 36
32. Average per mile of single track <i>operated</i> , not including sidings, &c.,		13,707 51
33. Total cost of railway and equipment,		445,494 36
34. Amount of sinking funds on hand to meet debt,		Nothing.
35. Property owned by company not needed for operating road,		Nothing.

Description of Railway.

[This company does not own any tracks in the highways.]

44. Length of railway belonging to other companies, measured as single track, not including sidings, &c., operated by this company, with description of same,	-
[Arlington,]	1.5625 miles.
[Somerville,]	2.6250 miles.
[Cambridge,]	28.3125 miles.
45. Total length of single track, not including sidings, &c., operated by this company, . . .	32.5 miles.

Miles Run, &c.

46. Total number of miles run during the year,	1,226,458
47. Average cost per mile run [not including rent and interest],	30.9 cents.
48. Total number of passengers carried in the cars,	7,156,914
49. Total number of round trips for the year,	175,645
50. Average number of passengers per round trip,	40.7
51. Rate of speed adopted, including stops,	6.5 miles per hour.
52. Number of persons regularly employed by company,	305
53. Rates of fare, [cash, 3, 5, 6, 8, 10, 12, 15 and 18 cents; tickets, 5, 5 1-2 +, 8 1-3, 9 1-11, 12 1-2 and 14 2-7 cents.]	

Expenses Charged to Capital Account for the Year.

54. Extension of tracks,	Nothing.
55. New horses,	\$13,130 00
56. New cars and other vehicles,	1,700 00
57. Land,	16,800 18
58. Buildings,	12,443 64
[Other articles of equipment,]	5,690 93
59. Total,	\$49,764 75

Expenses of Operating the Railway.

60. Repairs of road-bed and tracks,	\$9,977 11
61. Repairs of cars and other vehicles, harness and horseshoeing,	30,799 01
62. Repairs of buildings,	315 29
63. Keeping good the stock of horses,	27,561 33
64. Wages and salaries of all persons employed, excepting president, treasurer and superintendent, and their clerks,	175,764 55
65. Provender,	86,762 74
66. United States taxes,	2,321 09
67. State taxes,	902 27
68. Local taxes,	4,018 30
69. Rent and toll paid other companies for use of their roads, specifying amount to each,	73,332 00
[Cambridge, \$66,681 00]	
[Somerville, 5,835 00]	
[Arlington, 816 00]	
70. Amount paid other companies for use of bridges and ferries, specifying amount to each,	Nothing.
71. Insurance,	2,898 40
72. Damages for injuries to persons [and property],	3,810 75
73. General salaries and office expenses, and all other expenses except interest not included above,	34,528 25
74. Total expense of operating,	\$452,991 09
75. Per mile of single track operated, not including sidings, &c.	13,938 18
76. Percentage of expenses to income,	91.78

Revenue for the Year.	
77. Received from passengers on railways operated by this company, and for tickets sold, . . .	\$478,615 14
78. Received from other railways as tolls or rent, specifying amount from each, . . .	Nothing.
79. Received for mails,	1,200 00
80. Received for sales of manure,	4,848 39
81. Total earnings,	\$484,663 53
82. Income from other sources,	8,798 31
83. Total income,	493,461 84
84. Percentage of income to capital stock and debt,	97.69
85. Percentage of income to total means expended in construction, equipment and purchase,	- -
Net Income, Dividends, &c.	
86. Total net income above operating expenses,	\$40,470 75
87. Percentage of net income to capital stock and debt, . . . . .	.08
88. Percentage of net income to total means expended in construction, equipment and purchase, . . . . .	.09
89. Paid for interest,	\$9,624 28
90. Paid in dividends, 7½ per cent. on \$257,500 for the year,	19,312 50
91. Paid to sinking funds,	Nothing.
92. Balance for the year, or surplus,	11,533 97
93. Surplus at commencement of year,	14,845 75
94. Total surplus,	26,379 72
Invested as follows, viz. :—	
Cash and loans,	12,065 56
Materials for repairs,	6,149 54
Other items,	8,164 62
95. Amount of unredeemed tickets at end of year,	4,000 00

General Balance Sheet at last Closing of Accounts.

DR.

Equipment,	\$445,494 36
Assets,	76,778 01
Cash,	12,065 56

\$534,337 93

CR.

Capital stock,	\$355,500 00
Mortgage debt,	30,000 00
Company's bonds,	17,500 00
Insurance fund,	2,512 49
Trustees' guarantee fund,	338 02
Floating debt,	102,107 70
Profit and loss,	26,379 72
	<hr/>
	\$534,337 93

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCON- DUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . .	—	—	—	4	—	4
Employés, . . .	—	—	—	—	—	—
Others, . . .	—	—	—	3	—	3

Statement of each Accident.

December 12, 1871.—A lad named William Buxton ran under the horses, and was run over; thumb amputated.

December 19.—A lad coasting down Joy Street ran into the car, and was caught by the hook.

April 18, 1872.—A boy fell from the front platform.

May 22.—A woman jumped from the rear platform.

June 15.—A boy attempted to get on forward platform of car while in motion, and fell.

June 28.—A man jumped from rear platform, and fell.

July 31.—A woman stepped from the rear platform, and fell.

Name and Residence of Officers.

K. S. Chaffee, *President*, Cambridge; Estes Howe, *Treasurer*, Cambridge; F. T. Stevens, *Secretary and Clerk*, Cambridge; J. C. Stiles, *Superintendent*, Cambridge; G. W. Fifield, *Assistant-Superintendent*, Cambridge. *Directors*.—K. S. Chaffee, H. H. Stimpson, Sam'l B. Rindge, George P. Carter, Edwin Dresser, Jos. H. Converse, Wm. A. Saunders, James C. Fisk, Estes Howe, all of Cambridge; James W. Emery, of Portsmouth, N. H.

Proper Address for the Company.

UNION RAILWAY COMPANY, CAMBRIDGE, MASS.

K. S. CHAFFEE,
EDWIN DRESSER,
GEO. P. CARTER,
JAS. C. FISK,
ESTES HOWE,

Directors of the Union Railway Company.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. October 12, 1872. Then personally appeared K. S. Chaffee, Edwin Dresser, George P. Carter, James C. Fisk and Estes Howe, and severally made oath to the truth of the foregoing statement by them subscribed.

FREDERICK T. STEVENS, *Justice of the Peace.*

R E P O R T

OF THE

UNION FREIGHT [STREET] RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts.	
1. Capital stock authorized by charter,	\$500,000 00
2. Capital stock authorized by votes of company,	300,000 00
3. Capital stock paid in,	150,000 00
4. Capital stock paid in per mile of railway owned by company,	- -
5. Capital stock issued (par value of shares),	- -
6. Funded debt, due, per cent. interest,	- -
7. Funded debt, due, per cent. interest,	- -
8. Funded debt, due, per cent. interest,	- -
9. Unfunded debt, incurred for construction, equipment or purchase,	- -
10. Total amount of debt,	- -
11. Amount of debt per mile of railway owned by company,	- -
12. Amount of income expended in construction, equipment and purchase,	- -
13. Total means expended in construction, equipment and purchase,	- -
14. Number of stockholders,	- -

[In process of construction.]

Statement of each Accident.

[The company was organized June 8, 1872, and is now constructing its road.]

Name and Residence of Officers.

George B. Upton, *President*, Boston; Edward Thompson, *Vice-President*, Boston; Percival L. Everett, *Treasurer*, Boston. *Directors*.—Henry C. Brooks, Boston; Henry S. Russell, Boston. Charles W. Reed, *Clerk*.

Proper Address for the Company.

CORNER ATLANTIC AVENUE AND COMMERCIAL WHARF, BOSTON.

GEO. B. UPTON,
P. L. EVERETT,
EDWARD THOMPSON,
H. C. BROOKS,
HENRY S. RUSSELL,

Directors of the Union Freight Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK COUNTY, SS. BOSTON, November 1, 1872. Then personally appeared Geo. B. Upton, P. L. Everett, Edward Thompson, H. C. Brooks and Henry S. Russell, and severally made oath to the truth of the foregoing statement by them subscribed.

JOSHUA CRANE, *Justice of the Peace.*

R E P O R T

OF THE

WALTHAM AND NEWTON STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts.	
1. Capital stock authorized by charter,	\$30,000 00
2. Capital stock authorized by votes of company,	30,000 00
3. Capital stock paid in,	23,534 00
4. Capital stock paid in per mile of railway owned by company,	-
5. Capital stock issued (par value of shares \$100),	23,500 00
6. Funded debt, due , per cent. interest,	-
7. Funded debt, due , per cent. interest,	-
8. Funded debt, due , per cent. interest,	-
9. Unfunded debt, incurred for construction, equipment or purchase,	\$16,316 04
10. Total amount of debt,	16,316 04
11. Amount of debt per mile of railway owned by company,	5,228 00
12. Amount of income expended in construction, equipment and purchase,	None.
13. Total means expended in construction, equipment and purchase,	36,973 82
14. Number of stockholders,	91
Cost of Railway.	
<i>Railways and Branches built by Company.</i>	
15. Grading and paving,	None.
16. Track, including timber, rails, &c., and laying,	No separate account.
17. Interest during construction, commissions, discounts, &c., allowed to contractors and others,	None.
18. Engineering, agencies, salaries and other expenses during construction,	No separate account.
19. Total cost of construction,	\$32,144 82
20. Average per mile of single track built by company, not including sidings, &c.,	10,000 00
<i>Other Railways and Branches purchased.</i>	
21. , original cost , purchased at	-
22. Total cost to this company of railways and branches purchased,	-
23. Total cost to this company of all railways built and purchased,	32,144 82
24. Average per mile of single track, not including sidings,	10,000 00

Cost of Equipment.

25. Number of horses, 12, cost,	\$1,750 00	
26. Number of cars, 3, cost,	2,125 00	
27. Number of other vehicles 3, cost,	454 00	
28. Land owned by company,	500 00	
29. Buildings owned by company,	None.	
30. Other articles of equipment,	-	-
31. Total cost of equipment,		\$4,829 00
32. Average per mile of single track <i>operated</i> , not including sidings, &c.,	-	-
33. Total length of railway and equipment,		36,973 82
34. Amount of sinking funds on hand to meet debt,	None.	
35. Property owned by company not needed for operating road,	None.	

Description of Railway.

36. Length of railway owned by company, with description of its several lines of track and branches, and length of each,		3.1115 miles.
37. Length of railway laid with double track,	None.	
38. Length of single track operated in one direction only,	None.	
39. Length of single track operated in both directions,	-	-
40. Aggregate length of switches, sidings, &c., except main track and branches,	-	-
41. Total length of track, measured as single track,		3.1115 miles.
42. Total length of track paved,	None.	
43. Weight of rail per yard, and description of rail,	{ 11,839 ft., 25 lbs. per yd., T rail, wrought iron; 33 lbs. per yd., 6,523 ft., flat rail, wrought iron; 212 ft., 33 lbs., flat rail, cast iron.	
44. Length of railway belonging to other companies, measured as single track, not including sidings, &c., operated by this company, with description of same,		None.
45. Total length of single track, not including sidings, &c., operated by this company,		3.1115 miles.

Miles Run, &c.

46. Total number of miles run during the year,		27,000
47. Average cost per mile run,	25.2 cents.	
48. Total number of passengers carried in the cars,		124,101
49. Total number of round trips for the year,		4,200
50. Average number of passengers per round trip,	29.5	
51. Rate of speed adopted, including stops,	8 minutes to mile.	
52. Number of persons regularly employed by company,		6
53. Rates of fare [tickets by package, 10 for \$1, 20 for \$1],	{ 12 cents, 8 cents, 4 cents, according to distance; average about 4 cts. per mile.	

Expenses Charged to Capital Account for the Year.

54. Extension of tracks,	\$8,075 44	
55. New horses,	-	-
56. New cars and other vehicles,	-	-
57. Land,	500 00	
58. Buildings,	-	-
59. Total,		\$8,575 44

Expenses of Operating the Railway.

60. Repairs of road-bed and track,	\$585 81	
61. Repairs of cars and other vehicles, harness and horseshoeing,	412 95	
62. Repairs of buildings,	-	-
63. Keeping good the stock of horses,	760 00	
64. Wages and salaries of all persons employed, excepting president, treasurer and superintendent, and their clerks,	1,565 81	
65. Provender,	2,958 96	
66. United States taxes,	-	-
67. State taxes,	20 00	
68. Local taxes,	-	-
69. Rent and tolls paid other companies for use of their roads, specifying amount to each,	None.	
70. Amount paid other companies for use of bridges and ferries, specifying amount to each,	None.	
71. Insurance,	None.	
72. Damages for injuries to persons,	None.	
73. General salaries and office expenses, and all other expenses except interest not included above,	500 00	
74. Total expenses of operating,		\$6,803 53
75. Per mile of single track operated, not including sidings, &c.,	About \$2,267 81	
76. Percentage of expenses to income,	-	-

Revenue for the Year.

77. Received from passengers on railways operated by this company, and for tickets sold,	\$7,791 62	
78. Received from other railways, as tolls or rent, specifying amount from each,	Nothing.	
79. Received for mails,	Nothing.	
80. Received for sales of manure,	Nothing.	
81. Total earnings,		\$7,791 62
82. Income from other sources,		None.
83. Total income,		7,791 62
84. Percentage of income to capital stock and debt,	About 25 per cent.	
85. Percentage of income to total means expended in construction, equipment and purchase,	About 25 per cent.	

Net Income, Dividends, &c.

86. Total net income above operating expenses,		\$988 09
87. Percentage of net income to capital stock and debt,		3½ per cent.
88. Percentage of net income to total means expended in construction, equipment and purchase,		-
89. Paid for interest,	\$2,429 33	
90. Paid in dividends per cent. for the year,	None.	
91. Paid to sinking funds,	} Nothing at last balance.	
92. Balance for the year, or surplus,		
93. Surplus at commencement of year,		
94. Total surplus,		
Invested as follows, viz.:—		
Cash and loans	-	-
Materials for repairs,	-	-
Other items,	-	-
95. Amount of unredeemed tickets at end of year,		\$100 00

General Balance Sheet at Last Closing of Accounts.

SEPTEMBER 30, 1872.

DR.

Cash,	\$302 55
Construction account,	24,762 42
Equipments,	2,776 03
Expense,	149 00
Profit and loss,	2,669 82
John E. Tolman,	11,725 39
Bills receivable,	560 85
Interest,	2,429 33
Real estate,	500 00
	<hr/>
	\$45,875 39

CR.

Capital stock,	\$23,534 00
Fares,	4,415 35
Tickets,	1,610 00
American Watch Company,	16,316 04
	<hr/>
	\$45,875 39

List of Accidents in Massachusetts.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCON- DUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . .	—	—	—	1	—	1
Employés, . . .	—	—	—	—	—	—
Others, . . .	—	—	—	—	—	—

Statement of each Accident.

Boy about 17 years old jumped on the car while in motion, and fell under the wheels; lost his right arm.

Name and Residence of Officers.

R. E. Robbins, *President*, Boston, Mass.; Thomas Kirke, *Treasurer*, Waltham, Mass.

Proper Address for the Company.

THOMAS KIRKE, TREASURER WALTHAM & NEWTON STREET R. R. CO.,
WALTHAM, MASS.

R. E. ROBBINS,
THOS. KIRKE,
THOS. A. LOVELL,

Directors of the Waltham and Newton Street Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 17, 1872. Then personally appeared Thomas Kirke, Treasurer of W. & N. S. R. R. Co., and make oath to the truth of the foregoing statement by him subscribed.

C. H. CHELLIS, *Justice of the Peace.*

R E P O R T

OF THE

WINNISIMMET STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

[Operated by the Lynn and Boston Railroad Company.]

Capital Stock and Debts.

1. Capital stock authorized by charter,		\$75,000 00
2. Capital stock authorized by votes of company,		75,000 00
3. Capital stock paid in,		50,400 00
4. Capital stock paid in per mile of railway owned by company,		18,327 28
5. Capital stock issued (par value of shares),	-	-
6. Funded debt, due, per cent. interest,	} Nothing.	
7. Funded debt, due, per cent. interest,		
8. Funded debt, due, per cent. interest,		
9. Unfunded debt, incurred for construction, equipment or purchase,		
10. Total amount of debt,		
11. Amount of debt per mile of railway owned by company,		
12. Amount of income expended in construction, equipment and purchase,		11,751 74
13. Total means expended in construction, equipment and purchase,		62,151 74
14. Number of stockholders,	57	

Cost of Railway.

Railways and Branches built by Company.

15. Grading and paving,	-	-
16. Track, including timber, rails, &c., and laying,	-	-
17. Interest during construction, commissions, discounts, &c., allowed to contractors and others,	-	-
18. Engineering, agencies, salaries and other expenses during construction,	-	-
19. Total cost of construction,		\$62,151 74
20. Average per mile of single track built by company, not including sidings, &c.,		27,623 00

Other Railways and Branches purchased.

21., original cost, purchased at	None.	
22. Total cost to this company of railways and branches purchased,		62,151 74
23. Total cost to this company of all railways built and purchased,	-	-
24. Average per mile of single track, not including sidings,		25,000 00

Cost of Equipment.		
25. Number of horses, cost,	<div> <div></div> <div>Road leased to the Lynn and Boston Railroad Co., for fifty years from October 1, 1862.</div> </div>	
26. Number of cars, cost,		
27. Number of other vehicles, cost,		
28. Land owned by company,		
29. Buildings owned by company,		
30. Other articles of equipment,		
31. Total cost of equipment,		
32. Average per mile of single track <i>operated</i> , not including sidings, &c.,		
33. Total cost of railway and equipment,		
34. Amount of sinking funds on hand to meet debt,	-	-
35. Property owned by company not needed for operating road,	-	-
Description of Railway.		
36. Length of railway owned by company, with description of its several lines of track and branches, and length of each,		2.5 miles.
37. Length of railway laid with double track,	None.	
38. Length of single track operated in one direction only,	2½ miles.	
39. Length of single track operated in both directions,	Same.	
40. Aggregate length of switches, sidings, &c., except main track and branches,	2,640 feet.	
41. Total length of track, measured as single track,		3 miles.
42. Total length of track paved,	4,000 feet.	
43. Weight of rail per yard, and description of rail,	45 lbs; rolled iron.	
44. Length of railway belonging to other companies, measured as single track, not including sidings, &c., operated by this company, with description of same,		Nothing.
45. Total length of single track, not including sidings, &c., operated by this company,		2.5 miles.
Miles Run, &c.		
46. Total number of miles run during the year,	<div> <div></div> <div>Included in report of the Lynn and Boston R. R Co.</div> </div>	
47. Average cost per mile run,		
48. Total number of passengers carried in the cars,		
49. Total number of round trips for the year,		
50. Average number of passengers per round trip,		
51. Rate of speed adopted, including stops,		
52. Number of persons regularly employed by company,		
53. Rates of fare,		
Expenses Charged to Capital Account for the Year.		
54. Extension of tracks,	-	-
55. New horses,	-	-
56. New cars and other vehicles,	-	-
57. Land,	-	-
58. Buildings,	-	-
59. Total,	-	-
Expenses of Operating the Railway.		
60. Repairs of road-bed and tracks,	<div> <div></div> <div>Leased.</div> </div>	
61. Repairs of cars and other vehicles, harness and horseshoeing,		
62. Repairs of buildings,		
63. Keeping good the stock of horses,		

64. Wages and salaries of all persons employed, excepting president, treasurer and superintendent, and their clerks,	—	—
65. Provender,	—	—
66. United States taxes,	\$27 50	
67. State taxes,	375 24	
68. Local taxes,	20 00	
69. Rent and tolls paid other companies for use of their roads, specifying amount to each,	—	—
70. Amount paid other companies for use of bridges and ferries, specifying amount to each,	—	—
71. Insurance,	—	—
72. Damages for injuries to persons,	—	—
73. General salaries and office expenses and all other expenses except interest not included above,	100 00	
74. Total expense of operating,		\$522 74
75. Per mile of single track operated, not including sidings, &c.,	—	—
76. Percentage of expenses to income,	—	—
Revenue for the Year.		
77. Received from passengers on railways operated by this company, and for tickets sold,	—	—
78. Received from other railways, as tolls or rent, specifying amount from each,	\$3,600 00	
79. Received for mails,	—	—
80. Received for sales of manure,	—	—
81. Total earnings,		\$3,600 00
82. Income from other sources,	—	—
83. Total income,		3,600 00
84. Percentage of income to capital stock and debt,	—	—
85. Percentage of income to total means expended in construction, equipment and purchase,	—	—
Net Income, Dividends, &c.		
86. Total net income above operating expenses,		\$3,077 26
87. Percentage of net income to capital stock and debt,	—	—
88. Percentage of net income to total means expended in construction, equipment and purchase,	—	—
89. Paid for interest,	—	—
90. Paid in dividends, \$2 per share for the year,	\$2,132 00	
91. Paid to sinking funds,	—	—
92. Balance for the year, or surplus,		\$945 26
93. Surplus at commencement of year,	—	—
94. Total surplus,*	—	—
Invested as follows, viz.:—		
Cash and loans,	—	—
Materials for repairs,	—	—
Other items,	—	—
95. Amount of unredeemed tickets at end of year,	—	—

† By vote of stockholders, the surplus of the past and present years has been used in reducing the capital stock.

General Balance Sheet at last Closing of Accounts.

CASH ACCOUNT.

DR.

1871—Oct. 1.	Balance on hand,		\$358 03
1872—July 15.	Lynn and Boston Railroad Company,		1,800 00
Jan. 15.	Lynn and Boston Railroad Company,		1,800 00
			<hr/>
			\$3,958 03

CR.

1872—Jan. 15.	Dividend, \$1 per share,	\$1,066 00
Feb. 7.	Note payable,	400 00
Feb. 29.	U. S. tax,	27 50
July 15.	Dividend, \$1 per share,	1,066 00
July 29.	Stock, 25 shares,	625 00
Oct. 1.	State and local tax,	395 24
	Treasurer and clerk,	50 00
	General expense,	50 00
	Balance,	278 29
		<hr/>
		\$3,958 03

TRIAL BALANCE.

DR.

Construction,	\$52,500 00
Cash on hand,	277 03
	<hr/>
	\$52,777 03

CR.

Capital stock,	\$50,400 00
Dividends unpaid,	314 00
Profit and loss,	2,063 03
	<hr/>
	\$52,777 03

DECEMBER 17, 1872.

ERASTUS RUGG, *Treasurer.*

Name and Residence of Officers.

William R. Pearmain, *President*, Chelsea, Mass.; Erastus Rugg, *Clerk and Treasurer*, Chelsea, Mass. *Directors.*—William R. Pearman, Chelsea, Mass.; John Buck, Chelsea, Mass.; Erastus Rugg, Chelsea, Mass.; P. P. P. Ware, Everett, Mass.; Hiram W. French, Haverhill, Mass.

Proper Address for the Company.

WINNISIMMET RAILROAD COMPANY, CHELSEA, MASS.

WM. R. PEARMAN,
JOHN BUCK,
ERASTUS RUGG,

Directors of the Winnisimmet Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 6, 1872. Then personally appeared William R. Pearmain, John Buck and Erastus Rugg, and severally made oath to the truth of the foregoing statement by them subscribed.

STILLMAN P. MARSH, *Justice of the Peace.*

REPORT

OF THE

WORCESTER STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1872.

Capital Stock and Debts.

1. Capital stock authorized by charter,	\$100,000 00
2. Capital stock authorized by votes of company,	40,000 00
3. Capital stock paid in,	40,000 00
4. Capital stock paid in per mile of railway owned by company,	9,142 85
5. Capital stock issued (par value of shares \$100),	400 00
6. Funded debt, due November 17, 1874, 7 per cent. interest,	\$28,000 00
7. Funded debt, due, 8 per cent. interest,	5,000 00
8. Funded debt, due per cent. interest,	—
9. Unfunded debt, incurred for construction, equipment or purchase,	26,967 65
10. Total amount of debt,	59,967 65
11. Amount of debt per mile of railway owned by company,	22,863 00
12. Amount of income expended in construction, equipment and purchase,	—
13. Total means expended in construction, equipment and purchase,*	99,967 65
14. Number of stockholders,	6

Cost of Railway.

Railways and Branches built by Company.

15. Grading and paving,	
16. Track, including timber, rails, &c., and laying,	
17. Interest during construction, commissions, discounts, &c., allowed to contractors and others,	
18. Engineering, agencies, salaries and other expenses during construction,	
19. Total cost of construction,	
20. Average per mile of single track, built by company, not including sidings, &c.,	

Other Railways and Branches purchased.

21., original cost, purchased at	
22. Total cost to this company of railways and branches purchased,	
23. Total cost to this company of all railways built and purchased,	
24. Average per mile of single track, not including sidings,	

We did not build this road, but purchased cars, road-bed, track, &c., in one lump, and cannot give the itemized cost.

* This amount is simply the footing of balance sheet, and includes cash on hand, deficit and other items, which should not be included in construction and equipment account. Total means applied to construction and equipment, as per balance sheet of 1872, \$84,853.22. [Com.]

Cost of Equipment.

25. Number of horses 45, cost,	\$8,120 53	
26. Number of cars 17, cost,	22,960 91	}
27. Number of other vehicles 10, cost,		
28. Land owned by company,	23,381 49	
29. Buildings owned by company,		}
30. Other articles of equipment [franchise, furniture and harness],	7,356 33	
31. Total cost of equipment,		\$61,819 26
32. Average per mile of single track <i>operated</i> , not including sidings, &c.,		22,863 00
33. Total cost of railway and equipment,*		99,967 65
34. Amount of sinking funds on hand to meet debt,	None.	
35. Property owned by company not needed for operating road,	None.	

Description of Railway.

36. Length of railway owned by company, with description of its several lines of track and branches, and length of each,	3.88 miles.
37. Length of railway laid with double track,	None.
38. Length of single track operated in one direction only,	3.88 miles.
39. Length of single track operated in both directions,	3.88 miles.
40. Aggregate length of switches, sidings, &c., except main track and branches, . . . . .	.50 mile.
41. Total length of track, measured as single track,	4.375 miles.
42. Total length of track paved,	4.375 miles.
43. Weight of rail per yard, and description of rail,	Philadelphia, 45 lbs. pr. yd.
44. Length of railway belonging to other companies, measured as single track, not including sidings, &c., operated by this company, with description of same,	None.
45. Total length of single track, not including sidings, &c., operated by this company,	3.88 miles.

Miles Run, &c.

46. Total number of miles run during the year,	119,253
47. Average cost per mile run,	22.4 cents.
48. Total number of passengers carried in the cars,	400,707
49. Total number of round trips for the year,	11,277
50. Average number of passengers per round trip,	36
51. Rate of speed adopted, including stops,	6 miles per hour.
52. Number of persons regularly employed by company,	20
53. Rates of fare [tickets],	6½ cents.
[Single,]	7 cents.

Expenses Charged to Capital Account for the Year.

54. Extension of tracks,	} None.
55. New horses,	
56. New cars and other vehicles,	
57. Land,	
58. Buildings,	
59. Total,	

Expenses of Operating the Railway.

60. Repairs of road-bed and tracks,	\$387 80
-----------------------------------------------	----------

* As per balance sheet, \$84,853.22.

61. Repairs of cars and other vehicles, harness and horseshoeing,	\$1,115 35	
62. Repairs of buildings,	39 42	
63. Keeping good the stock of horses,	-	-
64. Wages and salaries of all persons employed, excepting president, treasurer and superintendent, and their clerks,	12,102 64	
65. Provender,	7,373 51	
66. United States taxes,	-	-
67. State taxes,	} 309 72	
68. Local taxes,		
69. Rent and tolls paid other companies for use of their roads, specifying amount to each,	None.	
70. Amount paid other companies for use of bridges and ferries, specifying amount to each,	None.	
71. Insurance,	257 00	
72. Damages for injuries to persons,	1,166 00	
73. General salaries and office expenses, and all other expenses except interest not included above,	3,971 03	
74. Total expenses of operating,		\$26,722 47
75. Per mile of single track operated, not including sidings, &c.,		68 87
76. Percentage of expenses to income,	-	-

Revenue for the Year.

77. Received from passengers on railways operated by this company, and for tickets sold,	\$26,046 00	
78. Received from other railways as tolls or rent, specifying amount from each,	-	-
79. Received for mails,	-	-
80. Received for sales of manure,	125 00	
81. Total earnings,		\$26,171 00
82. Income from other sources,	-	-
83. Total income,	-	-
84. Percentage of income to capital stock and debt,		38.2
85. Percentage of income to total means expended in construction, equipment and purchase,		25.1

Net Income, Dividends, &c.

86. Total net income above operating expenses,	-	-
87. Percentage of net income to capital stock and debt,	-	-
88. Percentage of net income to total means expended in construction, equipment and purchase,	-	-
89. Paid for interest,	\$2,407 24	
90. Paid in dividends, per cent. for the year,	-	-
91. Paid to sinking funds,	-	-
92. Balance for the year, or surplus,	-	-
93. Surplus at commencement of year [deficit],	2,958 71	
94. Total surplus,*	-	-
Invested as follows, viz.:—		
Cash and loans,	733 00	
Materials for repairs,	{ 400 00	
Other items,		
95. Amount of unredeemed tickets at end of year,		\$95 54

* Total deficit, as per balance sheet, \$13,634.43.

General Balance Sheet at last Closing of Accounts.

DR.	
Real estate,	\$24,420 91
Franchise,	5,000 00
Office furniture,	727 21
Horses,	9,958 27
Cars, sleighs, &c.,	22,548 63
Track,	20,220 93
Harness,	1,417 07
Tools,	560 20
Hogs,	7 00
Materials on hand for repairs,	400 00
Cash on hand,	733 00
Hay and feed,	340 00
Deficit,	13,634 43
	<hr/>
	\$99,967 65
CR.	
Capital stock,	\$40,000 00
Funded debt,	53,000 00
Unfunded debt,	1,373 55
Unfunded debt,	5,594 10
	<hr/>
	\$99,967 65

List of Accidents in Massachusetts.

[None.]

Statement of each Accident.

[No accidents.]

Name and Residence of Officers.

Augustus Seeley, *President*, New York City; Henry S. Searls, *Treasurer*, Worcester.

Proper Address for the Company.

WORCESTER STREET RAILWAY COMPANY, WORCESTER, MASS.

AUGUSTUS SEELEY,
GEO. H. SEELEY,
G. I. STEVENS,
N. SEELEY,
HENRY S. SEARLS,

Directors of the Worcester Street Railway Company.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER COUNTY, ss. November 23, 1872. Then personally appeared Augustus Seeley and Henry S. Searls, and severally made oath to the truth of the foregoing statement by them subscribed. Before me,

S. B. I. GODDARD, *Justice of the Peace.*



LEASES AND AGREEMENT.

AGREEMENT.

THE NEW YORK AND NEW HAVEN RAILROAD COMPANY
WITH
THE HARTFORD AND NEW HAVEN RAILROAD COMPANY.

Whereas, for their common benefit and interest, and for the convenience and benefit of the public, the New York and New Haven Railroad Company and the Hartford and New Haven Railroad Company did, on the third day of August, 1870, enter into certain perpetual covenants and agreements, under authority of and in accordance with law, which covenants and agreements have merged the entire railways and properties of said corporations into a joint estate, and have brought the management of both said corporations under a common Board of Managers, and have secured perpetually the income of both said roads to be a common fund, for the expenses, liabilities and dividends of both companies; and

Whereas, it is provided in said contract, that its purpose is to effect so far as could be then legally done, a complete and perpetual union of rights and interests between the parties thereto, and that to the end that such union may be the better secured and become organic it is therein agreed, that so soon as the same may legally be done the parties thereto shall be merged and consolidated in a single corporation; and

Whereas, since the execution of said contract of August 3d, 1870, by the Acts of the Legislatures of the States of Connecticut and Massachusetts, authority has been given to said two companies to unite their corporate rights and estate in one corporation;

Now, therefore, this agreement between said New York and New Haven Railroad Company of the one part and said Hartford and New Haven Railroad Company of the other part,

WITNESSETH:

That the parties hereto, in compliance with the stipulations of said contract of August 3d, 1870, and in accordance with a statute law of the State of Connecticut, entitled: "An Act in addition to an Act entitled an Act concerning Communities and Corporations," approved July 26, 1871, and a statute law of the State of Massachusetts, entitled: "An Act concerning the Hartford and New Haven Railroad Company," approved April 5th, 1872, do hereby covenant and agree with each other in consideration of mutual promises, as follows:—

1. The Hartford and New Haven Railroad Company doth hereby sell, transfer, merge and consolidate its corporate rights, powers and estate to, into and with the New York and New Haven Railroad Company upon the consideration, terms and conditions hereinafter set forth and to which said New York and New Haven Railroad Company doth hereby assent and agree.

2. The name of the consolidated company shall be The New York, New Haven and Hartford Railroad Company.

3. The capital stock of said New York, New Haven and Hartford Railroad Company shall be fifteen million five hundred thousand dollars, divided into one hundred and fifty-five thousand shares of the par value of one hundred dollars each, which is the amount of the present authorized capital of the two companies.

4. Each stockholder in either of the two companies shall receive one share of the capital stock of the said consolidated New York, New Haven and Hartford Railroad Company, for each share of full-paid stock held by such stockholder in either the New York and New Haven Railroad Company, or the Hartford and New Haven Railroad Company, upon surrender of any outstanding certificates therefor, as the stock shall stand on the books of said companies respectively, on the day on which this agreement becomes effective by the approval thereof by the votes of the stockholders of both said companies. Regulations shall be made by the board of directors of said New York, New Haven and Hartford Railroad Company to enable stockholders who may then be in arrears, in payment of instalments then due, on stock in either company, to make good such deficiency, and by payment of such delayed instalments, on reasonable terms, to become entitled to receive their shares and certificates therefor in said consolidated company.

5. The board of directors of said New York, New Haven and Hartford Railroad Company shall consist of thirteen stockholders of said company, a majority of whom shall be a quorum for the transaction of business.

6. The following named persons, to wit: William D. Bishop, Wilson G. Hunt, George B. Carhart, A. R. Van Nest, Horace F. Clark, E. H. Trowbridge, Nathaniel Wheeler, William P. Burrall, Chester W. Chapin, Cornelius Vanderbilt, Ezra C. Read, Charles M. Pond, Henry C. Robinson, shall be directors until the regular election of directors, and shall have and exercise all the powers and duties of a Board of Directors of said consolidated New York, New Haven and Hartford Railroad Company. They shall hold their first meeting for organization and action at the New Haven House, in the City of New Haven, on the 7th day of August, 1872, at eleven o'clock, A. M., and if for any cause said meeting shall fail to be held, any two of their number may call a meeting for the purposes aforesaid.

7. Whereas, the number of shares of capital stock of the consolidated company to be received by the stockholders of the Hartford and New Haven Railroad Company, is less than the proportion to which they would be entitled under the agreement of August, 1870, and Whereas, by the legislative Acts authorizing this consolidation the capital stock of the consolidated company is limited to the aggregate of the present capital stocks of the two corporations, it is hereby agreed by the two companies, parties hereto, that as a compensation for this failure to receive their full share of the capital stock of the consolidated company, there shall be paid from the funds of the consolidated company to the stockholders of the Hartford and New Haven Railroad Company, as their stock shall stand on the books of said company, on the day when this agreement takes effect, the sum of ten dollars and thirty-three cents on each share of stock held by them respectively, which sum shall be paid by Charles M. Pond, now Treasurer of said Hartford and New Haven Railroad Company, on and after the fifteenth day of August, 1872.

8. This agreement shall be submitted to the stockholders of the respective companies, parties hereto, at meetings specially called for that purpose, and upon the approval thereof in the manner specified in said legislative Acts, shall become valid and binding on said corporations respectively, and shall be deemed a transfer of all the rights, powers, franchises and privileges, and a vesting of all property, real and personal, including all rights of way and rights of action herein before agreed to be vested, transferred, merged and consolidated, and the same shall be deemed to be forever vested in

the said New York, New Haven and Hartford Railroad Company, in compliance with the terms of said legislative Acts.

In witness whereof this instrument is executed in the names and under the seals of said New York and New Haven Railroad Company and said Hartford and New Haven Railroad Company by their directors respectively, this 24th day of July, 1872.

NEW YORK AND NEW HAVEN RAILROAD COMPANY,

By WM. D. BISHOP,
WILSON G. HUNT,
AB'M R. VAN NEST,
E. H. TROWBRIDGE,
N. A. BALDWIN,
JONATHAN GODFREY,
NATHANIEL WHEELER,
HORACE F. CLARK,

Directors.

WILLIAM D. BISHOP, *President.*
EDWARD J. SANFORD, *Secretary.*

[SEAL.]

THE HARTFORD AND NEW HAVEN RAILROAD COMPANY,

By W. P. BURRALL,
ELI BUTLER.
C. W. CHAPIN,
HENRY C. ROBINSON,
EZRA C. READ,
CHARLES M. POND,
JULIUS CATLIN,
C. VANDERBILT,

Directors.

W. P. BURRALL, *President.*
S. M. MITCHELL, *Secretary.*

[SEAL.]

LEASE OF THE NEWBURYPORT CITY RAILROAD TO THE
EASTERN RAILROAD COMPANY.

THIS INDENTURE,

Made this fourteenth day of August, in the year eighteen hundred and seventy-two,
between the Newburyport City Railroad Company, of the first part, and the Eastern
Railroad Company, of the second part,

WITNESSETH:

That in pursuance of the authority granted by the General Court of the Commonwealth, and in consideration of the covenants herein contained on the part of the party of the second part to be kept and performed, the party of the first part doth hereby grant, demise and lease unto the Eastern Railroad Company the railroad of the party of the first part, recently constructed and extending from point near the market-house, in the city of Newburyport, across the railroad of the party of the second part to the Newburyport Railroad, including all the tracks of the Freight Depot, together with the franchise and right to use, operate and maintain the said railroad, and all the other franchise, rights and powers connected with the use, maintaining and operating of the said railroad conferred upon the said party of the first part by its charter and by the general laws of the Commonwealth.

To have and to hold the premises hereby leased with the right, easements and appurtenances thereto belonging to the said Eastern Railroad Company from the day of the date hereof during the full term of twenty years thence next ensuing;

Yielding and paying the rent or sum of six thousand dollars yearly in half-yearly payments, to wit:—

Three thousand dollars on the fifteenth day of February and three thousand dollars on the fifteenth day of August in every year during said term—the first half-yearly payment to be made on the fifteenth day of February, eighteen hundred and seventy-three.

And the said Eastern Railroad Company, in consideration of the premises and of the lease of the said Newburyport City Railroad, and of the use and enjoyment of the same during the term herein before named, doth hereby covenant and agree to pay the rent aforesaid on the respective days herein before named, to keep and maintain the said railroad and its appurtenances in the like good condition in which they now are or may be put in, to operate and use the same, and to exercise, discharge and fulfil in this respect all the franchises, rights and obligations vested in and resting upon the said Newburyport City Railroad by the laws of the Commonwealth and its charter aforesaid.

That it will, at all reasonable times, keep proper and suitable locomotive power, freight-cars and other equipment for the transaction of the business of the said railroad hereby leased, and the transportation of merchandise over the same, and will promptly transport over the railroads which now or shall be operated or controlled by it, to and from the railroad hereby leased, all merchandise offered at a rate of freight per mile not exceeding the rate which shall be established for the transportation of like merchandise to and from the city of Newburyport over the other railroads aforesaid, and that its charge for transporting over the road hereby leased merchandise received from or to be delivered to any other railroad, and transported, or to be transported by the owners or managers of such other railroad, shall not exceed one dollar per car, exclusive of carriage and loading.

All empty cars to be hauled free.

That it will enforce and maintain, by reasonable and legal means, the rights and powers given by its charter and the general laws of Massachusetts [to] the railroad hereby ceased over the Newburyport Railroad, and other railroads connecting with said Newburyport Railroad.

That it will forever indemnify and save completely harmless the party of the first part from all loss, costs and damage which it may be put to or sustain by reason or on account of accidents by fire or collision, or through the want of gates, bars or flagmen at crossings, or in any way whatever, by reason or on account of the running and operating said leased railroad by said party of the second part, and from all liabilities which may be incurred by the party of the first part under the general laws of the Commonwealth.

That it will, during the lease, keep in repair and in proper condition the sewers constructed by the party of the first part under the said railroad.

It is further understood and agreed that the said party of the second part, whenever the business of the railroad hereby leased shall, in the judgment of both parties jointly, or they failing to agree in the opinion of three referees to be chosen as in this instrument is otherwise provided, warrant it, shall make such additions, alterations and improvements in and to the railroad, tracks, freight-house, turn-table, premises and other property of said party of the first part as shall be necessary, useful and expedient for the convenient transaction of the business of the said railroad hereby leased; which additions, alterations and improvements shall, whenever made, be made at the expense of the party of the second part, and their value as determined by three appraisers, to be appointed, one by each party and the third by the two appraisers thus appointed, shall be paid by the party of the first part upon the termination of the lease, and the party of the second part ceasing to operate the said railroad hereby demised.

It is also agreed that no buildings and land under the same except the freight depot and half of the basement of Cook House on High Street, are leased by the party of the first part to the party of the second part.

It is further agreed that the failure of the party of the second part to comply with its obligations under this lease as determined by the arbitrators hereinafter named, for a period of six months' duration after such decision of the arbitrators, and notice thereof having been officially communicated to them by the party of the first part shall be regarded, at the option of the party of the first part, as a violation and termination of said lease, and entitle the party of the first part to enter upon and take possession of said railroad according to law.

That any difference of opinion which may arise between the parties of the first and second parts to this lease during its continuance, shall be referred to arbitrators to be mutually agreed upon for arbitration and settlement, whose judgment shall be conclusive, and that the party of the second part will, at the end of said term, restore to the party of the first part all the premises hereby leased in as good order and condition as the same are now in or may be put in by the party of the first part.

Signed, sealed and delivered this fourteenth day of August, in the year of our Lord eighteen hundred and seventy-two, in behalf of the Newburyport City Railroad Company.

(Signed)

E. G. KELLEY, *President.*

G. W. CLARK, *Treasurer.*

Newburyport City Railroad

[SEAL.]

Witness: GEORGE H. STEVENS.

THE EASTERN RAILROAD COMPANY,

(Signed)

By THORNTON K. LOTHROP, *President.*

[E. R. R. SEAL.]

Countersigned, JOHN B. PARKER, Tr.,
Eastern Railroad Company.

A true copy: WARREN CURRIER.

CONTRACT BETWEEN THE NEW LONDON NORTHERN
RAILROAD COMPANY AND J. GREGORY SMITH AND
OTHERS.

THIS MEMORANDUM OF CONTRACT,

By and between the New London Northern Railroad Company, a Corporation existing under the laws of the States of Connecticut and Massachusetts, of the first part, and J. Gregory Smith, and Worthington C. Smith, of St. Albans; Vermont, and Benjamin P. Cheney, of Boston, Massachusetts, and their assigns, and the survivor and survivors of them, parties of the second part,

WITNESSETH:

First. The parties of the first part hereby covenant and agree that the parties of the second part shall have the exclusive use, possession and control of their railroad, as it now is, or may hereafter be constructed or improved during the continuance of this contract, extending from its point of junction with the Vermont and Massachusetts Railroad at Grout's Corner, in the State of Massachusetts to its terminus in New London, in the State of Connecticut, with its branches, including the Ware River Railroad, so called, and all the rights of the parties of the first part relating thereto, together with all the privileges and appurtenances connected with said railroads and branches, including all the side-tracks, depots, storehouses, docks, repair-shops, and fixtures, and tools connected therewith, and all offices and other buildings and lands, and rights of way, and water rights of every description belonging to the parties of the first part, together with all their rights to the branch connecting with the Norwich and Worcester Railroad, and also their engines, locomotives, cars, and rolling-stock, and such old rails not in the track, as may be deemed necessary by the Superintendent of the Vermont Central Railroad, and the Superintendent of the New London Northern Railroad, for the present repairs of the road, for and during the term of twenty years from the first day of December, 1871, and during that period the parties of the second part shall have and enjoy all the corporate and statutory rights of the parties of the first part, for the beneficial use of the property aforesaid, and for making improvements and additions thereto, and for the increase and development of the business on said railroad in such manner as the parties of the second part may deem desirable, except a house and lot on Main Street, in the town of Norwich, Connecticut.

Second. All the gross receipts of and from the business and traffic of and upon said New London Northern Railroad and branches during the continuance of this contract, shall belong to the parties of the second part, and be by them collected.

Third. The parties of the first part hereby sell to the parties of the second part, all the fuel, lumber, timber, new ties, oil, waste, stationary and shop-stock furnished for use upon said railroad, and hereby agree to assign to the parties of the second part, all existing contracts they have for any such property. The property mentioned in this article shall be appraised at cash value by a person appointed by the parties of the first part, with the Superintendent, for the time being, of the Vermont Central Railroad, and if they disagree in any respect all cases of disagreement shall be determined by an umpire whom they shall choose, and whose decision shall be final, and the parties of the second part agree to pay for said property at the valuation to be fixed as aforesaid, on its delivery to them, and at the termination of this contract the property of like character to that mentioned in this article, belonging to the parties of the second part, shall

be purchased by the parties of the first part at its cash value, which is to be determined in the same manner herein before provided in this article, and shall be paid for by the parties of the first part at its cash value as aforesaid.

Fourth. The parties of the second part hereby agree to and with the party of the first part, and its successors, to keep up and maintain and return at the expiration of this contract, except as hereinafter mentioned, said railroad and equipment in as good order and condition as it now is. All the tracks, buildings, bridges, locomotives, cars, and rolling-stock, and all other property of the parties of the first part, the use whereof is taken by the parties of the second part, shall as soon as practicable be carefully examined, inventoried, described and appraised by two persons, one to be appointed by the parties of the first part, and one by the parties of the second part, and, if upon any point they differ, they shall appoint an umpire whose determination shall be conclusive, and at the termination of this contract an inventory and description and appraisal shall be made in the same manner of said railroad, and the substituted and additional property thereon, and all improvements and benefits thereto by persons similarly appointed by said parties, or their successors or assigns, who shall determine whether said railroad and property is then in as good, or better or worse condition as to value and efficiency, and shall appraise the difference, if any, and the difference shall be equalized by payment from one party to the other as the case may require, and said respective appraisals shall be upon the valuation of gold as a basis.

Fifth. For the use of said railroad and equipment, and other property and rights mentioned in the first article of this agreement, the parties of the second part hereby agree to pay to the treasurer for the time being of the parties of the first part, in lawful currency of the United States, one hundred and fifty thousand dollars annually, payable quarterly, on the first days of March, June, September and December in each year, and it is agreed that the parties of the second part shall keep an accurate account of the annual gross earnings of said railroad and branches, which shall at all times be open to inspection and examination by the parties of the first part, and whenever the annual gross earnings aforesaid shall amount to one hundred thousand dollars in excess of five hundred and ten thousand dollars, then for every one hundred thousand dollars in excess of five hundred and ten thousand dollars as aforesaid, the parties of the second part shall pay to the parties of the first part, fifteen thousand dollars in addition to the specific sum herein before provided to be paid, it being understood and agreed, however, that nothing shall be required or paid for a fractional part of such excess of gross earnings as aforesaid.

Sixth. The parties of the second part agree that in addition to the foregoing, they will pay all taxes and assessments which may be imposed by lawful authority upon the parties of the first part, whether upon the property, real or personal, the use and control whereof is hereby given, or upon the capital stock, income, indebtedness or franchise of said parties of the first part, or upon dividends or interest paid by them, excepting herefrom such taxes as may be laid upon the real estate in Norwich, reserved by the parties of the first part. The parties of the second part also agree that they will perform all the duties imposed by statute or common law upon the parties of the first part, as common carriers or warehousemen, or otherwise as operators of said railroad and branches, and will furnish them with all necessary information for the purpose of making such reports to the legislatures of the States of Connecticut and Massachusetts, and to the Railroad Commissioners of said States as may be required of them, and will hold harmless the parties of the first part from all costs, damages, or loss by reason of their failure to fulfil this stipulation during the continuance of this contract, but all claims for past transactions against the parties of the first part shall be assumed by them, and the parties of the second part shall have the right to use the name of the parties of the first part in bringing any action, or in making any defence; and the parties of the second part further agree that they will perform all existing contracts of the parties of the first part relative to the business of said railroad embraced in the schedule hereto annexed.

Seventh. The parties of the first part agree to keep up their organization as a corporate body, pass such votes, and take such corporate action as the parties of the second part may think desirable, and may require for the proper development of the business

upon said road, and for the beneficial use of the railroad and property, and rights mentioned in the first article of this agreement. And the parties of the second part are to pay fifteen hundred dollars per year to the parties of the first part for the purpose of defraying the expense of keeping up such organization, and are to furnish them with an office, and fuel, and lights at New London.

Eighth. The parties of the second part hereby agree to keep policies of insurance in full force upon all the buildings, fixed tools, machinery, bridges and docks of the parties of the first part embraced in the first article of this agreement, to the extent, at least, of two-thirds of their value, and upon equipment to the extent provided in Schedule B, hereto attached, and to have such policies written for the benefit of whom it may concern, and referring to the interest of the parties hereto. They will also keep up and in good repair all buildings, docks, fences, and all other structures, and rebuild the same whenever burned or destroyed, and in case of loss all sums recovered from insurance companies, on existing or future policies, shall inure to the benefit of the parties of the first part, and shall be expended in replacing or repairing the structures burned. Said parties of the second part are also to pay to the parties of the first part, upon the policies of insurance now outstanding upon any of said property, such portions of the premiums thereof as may be unearned on the first day of December, 1871, and such policies shall inure to the benefit of the parties of the second part in the same manner as is provided for policies obtained by them. It is understood, however, that whenever loss or damage occurs by fire or freshet to any of the property mentioned in the first article of this agreement, without the fault of the parties of the second part, to an amount exceeding five hundred dollars, the expense of repairing and restoring said property shall be borne by the parties of the first part without charge to the parties of the second part, after exhausting for that purpose the insurance money which may be received on account of such loss or damage.

Ninth Each of the parties hereto agree with the other that they will hereafter, at all times, make and execute all such further covenants and agreements as counsel learned in the law may advise, necessary to carry into effect the true intent and purpose of this contract, and should any legislation be deemed requisite, will endeavor, by all proper means, to procure such legislation to carry this contract into effect, and it is understood and hereby agreed between the parties hereto, that whenever the parties of the second part shall need them for new and additional expenditure for the proper development of the business of or upon said road, the parties of the first part, proper authority from the legislatures of the States of Connecticut and Massachusetts first having been obtained, will issue their bonds, amply secured by mortgage or otherwise, to the parties of the second part for an amount not exceeding five hundred thousand dollars, and upon such time and rate of interest as may be by the parties determined. Said bonds to be disposed of by the parties of the second part, and the proceeds thereof to be expended by them for the purposes aforesaid; and to issue like bonds to such further amounts as may be mutually agreed upon, and the money so received by the parties of the second part from the negotiation and sale of said bonds shall be accounted for at the termination of this contract in final settlement, at its value in gold at the time said money is received as aforesaid, and the parties of the second part hereby agree to pay the interest on said bonds as the same may fall due during the continuance of this contract.

Tenth. A violation of any of the provisions of this contract by the parties of the first part shall justify the entire rescission thereof by the parties of the second part, and if the parties of the second part shall fail to make the payments herein provided to be made by them, or any part thereof, or shall fail to keep and perform any of the covenants on their part herein contained relative to payment for loss or damage when the same shall be ascertained, or shall fail to pay the interest on said bonds as aforesaid, and if default in any of the foregoing respects shall continue for the space of sixty days after notice thereof in writing has been given by the parties of the first part, then such default shall work a forfeiture of this contract as to them, and it shall be lawful for the parties of the first part to re-enter upon said premises and re-possess themselves of all and singular thereof as of their former estate, and remove all persons therefrom without process of law.

And it is further provided, That this contract shall not be transferred or assigned by the parties of the second part without the consent of the parties of the first part in writing thereto being first had, except to the trustees and managers of the Vermont Central Railroad Company upon proper security. It is also provided, that upon all through business the share of the New London Northern Railroad Company shall not be less than pro rata per mile.

In witness whereof, the New London Northern Railroad Company have caused this contract to be signed by their President, and their corporate seal affixed hereto, and the said J. Gregory Smith and Worthington C. Smith, and Benjamin P. Cheney have signed and sealed the same, all this twenty-first day of November, A. D. 1871.

(Signed,)

THE NEW LONDON NORTHERN RAILROAD COMPANY,

Witnesses :

By A. N. RAMSDELL, *President.*

[SEAL.]

C. F. SPAULDING.

WM. D. HARRIS.

WALTER HINCHMAN.

I. W. NEWTON.

J. GREGORY SMITH.

B. P. CHENEY.

WORTHINGTON C. SMITH.

[SEAL.]

[SEAL.]

[SEAL.]

LEASE OF THE NASHUA AND ROCHESTER RAILROAD TO THE
WORCESTER AND NASHUA RAILROAD COMPANY.

THIS INDENTURE,

Made this sixteenth day of March, A. D. eighteen hundred and seventy-two, between the Nashua and Rochester Railroad, a Corporation chartered by the State of New Hampshire, of the first part, and the Worcester and Nashua Railroad Company, a Corporation duly chartered by the States of New Hampshire and Massachusetts, of the other part,

WITNESSETH:

That the said party of the first part agrees with the party of the second part, that said party of the first part will immediately proceed to locate their railroad from some point in the town of Rochester, where it shall connect with the Portland and Rochester Railroad, to a point in the city of Nashua, in the State of New Hampshire, where it shall connect with the Worcester and Nashua Railroad, said location to be made and established upon the lower route so called, substantially as surveyed by Charles O. Davis, civil engineer; that immediately after said road shall be located, the said party of the first part shall proceed to make the necessary contracts for the building of said road in a good, substantial and workmanlike manner, equal to a first-class railroad in all respects, and will provide all necessary buildings, turn-tables, turn-outs, switches, side-tracks, water-tanks, water-rights and other fixtures, when and where the same may be necessary (the track of said road to be laid with iron rails of not less than fifty-six pounds weight per yard and four inches high), and to keep the same in good repair during the term of one full year from the time when the party of the second part shall commence operations on the same, and from time to time make such additions of lands, branches of road, side-tracks and fixtures as the business may require; the constructing, repairing and making additions to the same as aforesaid, and of the actual cost of the road, including insurance on buildings during their construction, interest upon the capital paid in from the times of payment to the time when the party of the second part shall commence operations on the road, together with the fixtures, all of which from and after the expenditures are made, shall be charged to the construction, and be considered as part of the cost of the road upon which the rent is to be paid by the party of the second part, as is hereinafter set forth.

All contracts for the purchase of land, the construction and building of the roadway, the furnishing and laying the iron, and the erecting of all buildings for railroad purposes on said road, and all other contracts on account of the cost of construction of said road, before the same shall be binding, must first be approved in writing by the executive committee of the Worcester and Nashua Railroad Company, or by an agent appointed by the mfor that purpose; and the said railroad, together with all the buildings and structures necessary for its convenient operation, are to be completed at as early a day as is practicable.

The said Nashua and Rochester Railroad is to pay from sums received from subscribers to its capital stock, and from moneys it may borrow on its bonds or notes, or in both of said ways, the entire cost of the construction of said road, including all lands, buildings and all other items herein before mentioned, as chargeable to the construction account.

Any mortgage that may hereafter be made by the said Nashua and Rochester Railroad shall be made subject to this lease.

The said Nashua and Rochester Railroad, for the consideration hereinafter agreed to be paid by the said Worcester and Nashua Railroad Company, do hereby agree to lease, and do lease to the Worcester and Nashua Railroad Company, their successors and assigns, for the term of fifty years from the day of the completion of said Nashua and Rochester Railroad, and its acceptance as completed to the satisfaction of the said Worcester and Nashua Railroad Company, the railroad of the party of the first part, when constructed as herein provided, with all the lands contained within its location, and all other land belonging to it, together with all depots, buildings and structures, and all the rights, privileges, easements, appurtenances and franchises belonging to the party of the first part, and all property and rights which may, during the term of said lease, be acquired by said party of the first part. To have and to hold the same to the said party of the second part, their successors and assigns, to their sole and exclusive use and enjoyment, for and during said term of fifty years, as fully and completely as the Nashua and Rochester Railroad could have enjoyed the same; the said Worcester and Nashua Railroad Company, their successors and assigns, paying to the said Nashua and Rochester Railroad, at the rate of six per cent. per year, payable three per cent. semi-annually, on the cost of said Nashua and Rochester Railroad, and to pay all taxes imposed by the United States, the States of Massachusetts and New Hampshire, and by municipal authority on the capital stock of said Nashua and Rochester Railroad, the amount of said cost to be fixed by the agreement of the board of directors of the two corporations on the completion of said road.

And the said party of the first part agrees with the said party of the second part that during the term of said lease it will perform all the statute requirements and obligations incumbent upon said party of the first part, for the preservation of its charter and franchise, and for the use and enjoyment thereof by the party of the second part, and it will execute any further papers and confer any further authority on the party of the second part, needed for carrying out the purposes of this lease, and if at any time during the continuance of this lease, further action by the legislature of the State of New Hampshire may be desired by the party of the second part for carrying out the purposes of this lease, the said party of the first part agree to use all suitable and proper efforts to obtain the same.

The Worcester and Nashua Railroad Company, in consideration of the agreements herein contained on the part of the Nashua and Rochester Railroad, do hereby agree to accept a lease, and do hereby accept a lease for the term of fifty years, of the railroad of the party of the first part, from the time of its acceptance by the directors of the Worcester and Nashua Railroad Company as completed, with all lands contained within its limits, and all other lands belonging to it, and all buildings, depots and structures, and all rights, privileges, easements, appurtenances and franchises belonging to the party of the first part, and such others as may during the term of said lease be acquired by the party of the first part, and that their successors and assigns will pay to the Nashua and Rochester Railroad during said term, at the rate of six per cent. per year, payable three per cent. semi-annually on the cost of said Nashua and Rochester Railroad, the amount of said cost to be fixed by the agreement of the boards of directors of the two roads, on the completion of said railroad, and all taxes imposed by the United States, the States of Massachusetts and New Hampshire, and by municipal authority on the capital stock of said corporation.

The party of the second part hereby agrees with the party of the first part that they will furnish a proper and sufficient amount of rolling-stock to run and operate said railroad during the term of said lease, in such a manner as shall be reasonable and proper for a railroad of its class and description, and for the business upon its route, running such trains as may be found needful for the reasonable accommodation of the public. All the said rolling stock and equipment to be at all times the sole property of the party of the second part.

The said party of the second part to pay all expenses of running of said trains, and of the ordinary maintenance and care of the depots and other buildings, and of the

ordinary repairs and renewals of said road, except as herein before provided, and will pay all damages for which said party of the first part shall become liable for loss of life or property, or injury to persons or property incurred in the operation of said road, by the said party of the second part.

It is further agreed by the party of the first part that in case any necessary additions of land, branches of road, side-tracks or other permanent improvements shall be required by the party of the second part during the term of this lease, the said party of the second part shall have the right to make such additions of land, branches of road, side-tracks, and other permanent improvements, and upon written notice from said party of the second part of the amount required therefor, from time to time, the said party of the first part shall provide the necessary amounts, either by the sale of shares of its capital stock, or by the issue of its bonds or notes, or in both of said ways, the said Worcester and Nashua Railroad Company hereby agreeing to pay at the rate of six per cent. per annum, payable three per cent. semi-annually during the term of this lease, on all such amounts as shall be raised in accordance with said written notice for the purposes above stated, together with all taxes that may be imposed upon any shares of the capital stock of said Nashua and Rochester Railroad that may be issued for the purpose of paying for additional lands, side-tracks and other permanent improvements as above stated. And also to pay to said Nashua and Rochester Railroad annually, a sum not exceeding five hundred dollars, to defray the expenses of its corporate organization.

The Worcester and Nashua Railroad Company shall, at its own expense, keep all the buildings of the Nashua and Rochester Railroad, during the term of this lease, insured for a reasonable amount, and in case of loss by fire the insurance shall be applied in rebuilding, and if the amount is insufficient the party of the first part shall supply the deficiency, as is provided above in case of permanent improvements.

In witness whereof, the parties have hereunto set their corporate names and seals, the day and year first above written.

(Signed)

THE NASHUA AND ROCHESTER RAILROAD,

(Signed)

[SEAL.]

By CHAS. H. WATERS,

Witness :

Nashua and Rochester

J. D. OTTERSON,

C. S. TURNER.

Railroad, 1868.

J. C. EASTMAN,

A. H. DUNLAP.

Committee.

(Signed)

THE WORCESTER AND NASHUA RAILROAD COMPANY,

Witness :

By F. H. KINNICUTT,

(Signed)

[SEAL.]

F. H. DEWEY,

C. S. TURNER.

Worcester and Nashua

STEPHEN SALISBURY,

A. H. DUNLAP.

Railroad Company,

Committee.

C. S. TURNER, witness to SS.

1845.

T. W. HAMMOND, to SS.

At a meeting of the subscribers to the capital stock of the Nashua and Rochester Railroad, held on the fifth day of April, A. D. eighteen hundred and seventy-two, it was

Resolved, That the lease heretofore entered into between the Nashua and Rochester Railroad Corporation, and the Worcester and Nashua Railroad Company, be modified and changed by the insertion therein of the following proviso :—

And it is further agreed by the said Worcester and Nashua Railroad Company that all the loss and depreciation occurring or accruing to said Nashua and Rochester Railroad from the sale of its bonds, notes or capital stock, made or issued to construct, complete, improve, repair or make additions to said railroad, under the provisions of said lease, shall be added to and included in the cost of construction upon which the interest of six per cent. per year is, by the terms of said lease, to be paid, provided the stock or securities so issued shall be negotiated by the Worcester and Nashua Railroad Company, if they so elect.

And further provided, the rental or interest to be paid on the cost of the said Nashua and Rochester Railroad, as provided in the foregoing lease, shall be paid by the Treasurer of the Worcester and Nashua Railroad Company, to the holders of the capital stock of the Nashua and Rochester Railroad, and of the bonds or notes issued in pursuance of the terms of this lease, instead of to the Nashua and Rochester Railroad as provided in said lease.

(Signed)

THE NASHUA AND ROCHESTER RAILROAD,

Witness:

(Signed)

AARON KING to J. D. O.

EDGAR B. BURKE to J. D. O.

WM. GRIFFIN to J. C. E.

AARON KING to J. C. E.

[SEAL.]

Nashua and Rochester

Railroad, 1868.

By C. H. WATERS,

J. D. OTTERSON,

J. C. EASTMAN,

Committee.

(Signed)

THE WORCESTER AND NASHUA RAILROAD COMPANY,

Witness:

(Signed)

T. W. HAMMOND to F. H. K., S. S., & F. H. D.

GEO. E. KENDALL to S. S.

J. GUNTHER to F. H. D.

By F. H. KINNICUTT,

STEPHEN SALISBURY,

F. H. DEWEY,

Committee.

[SEAL.]

Worcester and Nashua

Railroad Co., 1845.

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